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Catch the sun

There's an old song by Norwegian pop group A-ha called *The Sun Always Shines On TV*. It's a solid observation: there are good things happening, but the picture is not always a true reflection of *everything* that's going on. As we continue to emerge from the pandemic at different paces in different contexts, there is plenty of happiness, and there are plenty of fresh challenges.

We can travel more widely and more easily. We may now need to drive less on a daily basis, and so make better use of our time and our money. Doctors wanting to do wonderful work in remote communities can do so slightly more simply. But we are also still in recovery in terms of everything from our emotions to the economy – in both areas, losses have been painful and recovering is not something that will happen quickly.

So how to handle all of this? Perhaps, for a start, take some advice from rally champion Giniel De Villiers, interviewed on page 38: "On the roads, just try and stay calm. You'll always enjoy your journey more that way."

Enjoy your flight.

Bruce Dennill
Editor

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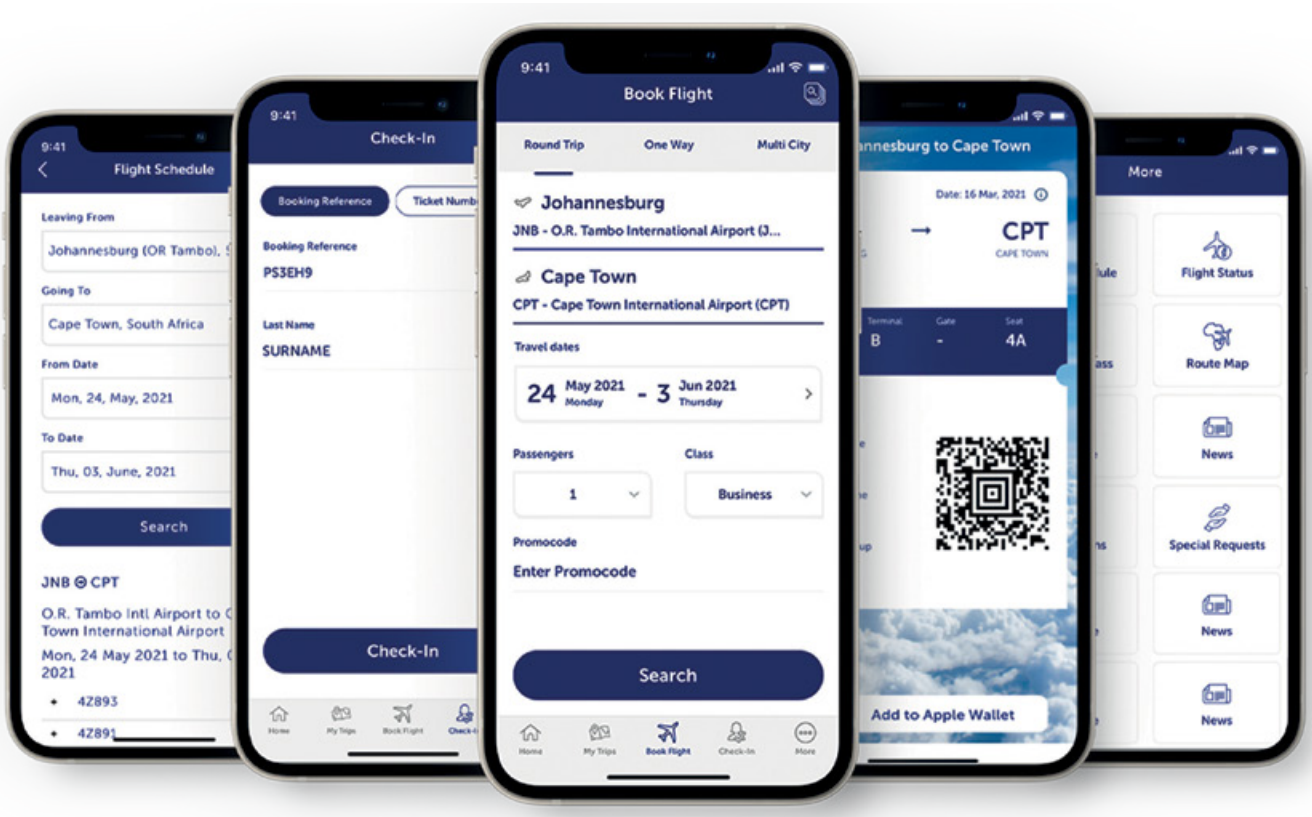
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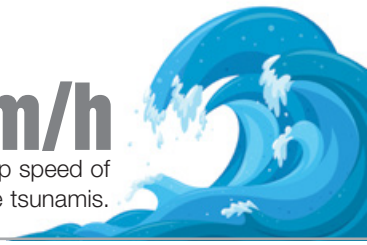
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YOUR QUESTIONS ANSWERED

As regulations are updated, knowing what to do and who to ask for help can be tricky: here are some solutions to pressing queries



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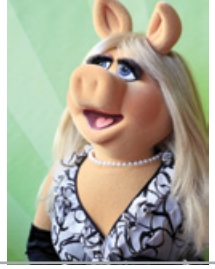
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ENVIRONMENT

Making a leviathan difference

WWF South Africa and the University of Pretoria's (UP) Mammal Research Institute Whale Unit are teaming up to support research on southern right whales, which are facing a variety of new threats, not least the impact of a warming climate on their food supply.

The Whale Unit, which falls under UP's Faculty of Natural and Agricultural Sciences, has been monitoring southern right whale populations since 1969. Using annual surveys, including photo-identification photography, their research is one of the longest continuous datasets for any marine mammal in the world. As such, it is an extremely valuable dataset that is of national and international importance.

Source: up.ac.za

CULTURE

A warm response

To celebrate the compassion and resilience of South Africans through a tough two years of COVID-19 and lockdowns, 67 Blankets for Nelson Mandela Day is partnering with NGO Gift of the Givers to create a gigantic Rainbow Nation Blanket of Hope. "The gift of hope is the biggest gift we can give South Africans during this time of uncertainty," says 67 Blankets founder and KnitWit-in-chief Carolyn Steyn. South Africans were invited to rally together to help create the Rainbow Nation Blanket of Hope, knitting or crocheting blankets of any size, in bright, vivid, rainbow colours to evoke the warm and generous spirit of our rainbow nation. The massive 'combined' blanket will be laid out at Steyn City School in Johannesburg during May 2022, after which, Gift of the Givers will distribute individual blankets to people in need before the onset of winter.

Source: 67blankets.co.za

CULTURE

New moves

WGRUV Dance International's *Phetogo* premiers at The Atterbury Theatre from 20-22 May and runs at The Theatre At D6 from 25-28 May 2022. This production will feature a new collaborative neo classical ballet, *Shades Of Blue*, and a classical contemporary ballet – a restaging of *Solo In 9 Parts* by choreographer Jessica Lang.



Audiences will also enjoy a change in style while appreciating *Rhythms*, a classical contemporary work by Holly Gruver, and *Unsquared* by Tyler Gilstrap. WGRUV will also highlight their partnership with Carli Olivier through an original Contemporary Spanish piece called *SAND* by Holly Gruver and Carli Olivier.

Source: wgruvdance.com/events

INNOVATION

Get Lost!

Conceptualised and developed by avid aeronautics scholar and renowned practitioner in the field of aesthetic medicine, Dr Reza Mia, the Pegasus Vertical Business Jet (VBJ) takes to the skies in blockbuster movie *The Lost City*. The VBJ prototype is featured prominently during several scenes and is credited during the rollout sequence. Founder and CEO of Pegasus Universal Aerospace Dr Reza said. "We are honoured and proud that the Vertical Business Jet has been chosen to be part of this amazing movie. This is a huge milestone for South Africa and a beacon of encouragement for innovation to its people."

Source: pegasusua.com

TRAVEL

Lounging around

National Aviation Services (NAS) and NAC2000 Corporation recently launched the Pearl Lounge at Kenneth Kaunda International Airport (KKIA) in Lusaka, Zambia. The 588m² Pearl Lounge includes comfortable seating, food and beverages, free Wi-Fi access as well as a children's play area, among other facilities. All international flights out of Lusaka will fly from the new terminal at KKIA, which opened in August 2021. Guy Michel Yazbek, Group Director, Lounges & Meet and Assist Services at NAS, said, "The KKIA airport serves as a hub for domestic and international flights and the new lounge is the perfect space for passengers to relax and unwind or catch up on last minute work before they fly."

Source: nas.aero



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A full desert menu

Visiting one of Africa's most dramatically different destinations

Think limitless horizons, the oldest desert in the world with its skyscraper-high sand dunes, and surreal black, rocky moonscapes. Imagine one of the world's great game parks, teeming with wildlife and named Etosha or 'Great White Place' for its huge, flat salt pan that was once a deep lake.

Kate and Tara Turkington were invited by Gill Dewar of Body and Soul International, and hosted by Lisa Roos of O&L Leisure and Hilmar Tonnemacher of Abenteuer Afrika Safari.

Picture the mighty Chobe River, where hippos watch you with curious eyes, elephant herds stroll along the bank, huge crocodiles doze, and hundreds of bird species flock and fly. Picture the Skeleton Coast, where the ghosts of ancient shipwrecks lie, battered to death by the fierce winds and restless ocean. And then imagine Swakopmund, a tiny place, almost like a toy town, perched between an ever-encroaching desert and the Atlantic breakers.

Now add a bonus. Namibia has an excellent First-World infrastructure and tourist facilities that are some of the best in Africa. Oh yes, and under two people per square kilometre, which makes it one of the least populated countries in the world.

My journey started at Mokuti Etosha Lodge, just four minutes away from the Von Lindequist Gate (named after the governor of then-German South West Africa, who declared Etosha a park in 1907). The lodge is located in a 4,000-hectare nature reserve that borders Etosha and its Ovambo name, Mokuti, means 'in the forest', borne out by the lodge's huge indigenous gardens and the thick bush of the reserve.

What was fort for?

We leave our stylish and comfortable rooms for the park at 6.30am, the African sun just beginning to burnish trees and leaves with gold.





A few minutes into Etosha, we see the Namibian flag fluttering in a light breeze from the watchtower of the restored historic fort of Namutoni, and can easily visualise the French Foreign Legion galloping over the horizon. Once, a long time ago, I stayed in one of its tiny, uncomfortable rooms – no luxury for the German troops once stationed there. Now visitors opt for the fully equipped chalets, cleverly built away from the fort, so that its dramatic impact isn't lessened.

Bambi-like tiny Damara dik-diks, the smallest of all African antelope, watch us from the roadside bushes as we drive deeper into the park, with small herds of black-faced impalas, endemic to Etosha, scattered everywhere. Because there's little surface water, the way

MAIN PIC: In the right light, the Namibian landscape can make visitors feel like they're on the moon.



Dip in the frigid Atlantic if you dare...

to watch game is to drive to one of the many and varied waterholes and sit and wait for the passing show. You'll see not only the Big Five, but also hundreds of other creatures, big and small, and some rare endemic birds like the violet wood hoopoe.

Miniature and massive

Then we were off in our small plane (compliments of WestAir) down to the west coast, the Namib Desert and the almost surreal town of Swakopmund. It's as if a giant hand scooped up a little Bavarian village and positioned it on the southwest edge of the African continent, between the desert and the sea. Historic buildings with small towers and gables define the town, and there's a kilometre-long promenade stretching past guesthouses, restaurants, hotels and private homes. We stay at the elegant Strand Hotel on the historic 'Mole' (an old sea wall), surrounded by the ocean on three sides. From my room, I watch visitors and locals swimming and sunbathing on the long, sandy beach. The food is excellent, from succulent oysters and freshly baked pastries and bread to fresh fish and juicy steaks.

After an afternoon of sand-boarding and quad biking among the spectacular sand dunes that sweep down to the town, we drive, after dark, deep into Namibia's amazing moonscape in a vehicle specially built by local travel company Abenteuer, able to clatter over rocks, ridges, mountains and valleys. Many a movie has been filmed here. We could be on Mars. Lights flicker on the mountains all around us as fire-dancer Zelda, with flaming torches in her hands, twirls and swirls on a nearby boulder. We dine on seafood, steaks and superb local beer as the desert stars compete with and outshine the hundreds of candles placed all around us.

On the water

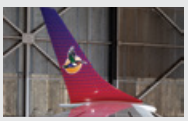
From Walvis Bay, 43km south of Swakopmund, we head out on a comfortable boat into the Atlantic. As we set sail, a seal jumps up onto the seat beside me for a photo op. Platters of fresh oysters are served as the skipper talks us through the history of this part of the coast and its marine life. Dolphins surf in our wake, thousands of Cape fur seals grumble, sunbathe, play and snooze on Seal Island, and a humpback whale rises out of the sea in front of the boat.

Next stop is Kasane in Botswana, before going through immigration on both sides of the Chobe River to check into Chobe Water Villas that overlook Botswana's Chobe National Park from the Namibian side. From the river, the villas look like traditional thatched accommodation. But inside, the contemporary African design is stunning. Huge silver chandeliers shaped like weavers' nests overlook spacious interiors where 'curtains' of pebbles like falling rain hang from the high ceilings. Imaginative design is complemented by the sounds of the mighty river alongside. Late that night, I sit alone on a big comfortable deck after a thrilling river cruise and listen to hippos snorting as a backing chorus of frogs adds to the magic.

Namibia really has everything – a world-famous game park, a desert and moonscapes like no other, plus game and birds galore on the banks of a mighty river. And it's more affordable and safer than many other destinations.

Text | **Kate Turkington** Photography | **Tara Turkington**

How to get there



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Transferring from an airport to a game lodge in a luxury, air-conditioned Land Cruiser with soft suspension might ruin you for any similar future endeavours. If it's possible to feel like you're on a magic carpet while traversing the inevitable corrugations on the gravel roads of Klaserie Private Nature Reserve, why would you want to revisit the alternatives again?

For more information or to book a stay, go to klaseriedrift.co.za.

It might be the resulting good mood talking, but arrival at Klaserie Drift Misava Safari Camp seems like an extra-cheerful affair. One side of the reception area is lined with crafts and souvenirs that are, unusually, priced reasonably – not the usual price of an extra night's stay. The lodge as a whole underwent a renovation during lockdown, so it's already modern, clean lines are sharp and fresh. Down a path from there, towards the high bank of the Klaserie River, is a pool deck that, when you first see it, immediately feels like the place you might spend your entire stay: 180 degrees of gorge and grassland vista, plus the coolness of the pool (a necessary retreat if you visit in summer) and various areas to lounge and accept the offers of delicious drinks from kind, caring staff. It's also incredibly quiet, to a degree that will have you slightly confused if you're a city dweller. It's unlikely that you actually will hear the swish of a giraffe's tail as it browses a couple of hundred metres across the river from you, but you'll *believe* you can…







From the landscape to the layout and the décor to the details, Misava Lodge delights.

Nations, united

A first game drive is filled with guests of a similar mindset – easygoing, but focused on getting the most out of every curve of the road. Ranger Emily is clearly involved in a relationship with her game drive vehicle, talking to it as she soothes it through the recirculation of a new batch of clutch fluid. "She has a bit of air in her pipes," Emily notes, apologetically, as a gear takes an extra beat to engage.

Such distractions are incidental in such gorgeous terrain, though. Everything is thick, green and lush after excellent rains and there are regular changes in elevation that mean you dip from soaring vistas to riverine thickets. In the latter, a couple of dagga-boy buffalo bulls complete the Big Five list for two guests on the vehicle, eliciting excitement and promises of extra rounds at the imminent sundowners stop.

Drinks are shared out between a cosmopolitan crowd. On a riverside beach in South Africa, guests from England, Italy and Belgium wax lyrical about what they have seen and the extraordinary experiences they've had locally. COVID-19 continues to make travelling tricky, but it's grip is loosening.

These guests haven't spoken like this to earn a reward, but they receive one anyway. On the way back to the lodge, Emily, saying she "just wants to check something", diverts her gassy vehicle down a rocky gorge. One bend is decorated with solar-powered lights, and in the gloom at the edge of the area they illuminate, Misava chefs present a table laden with the luxury version of a braai and salads.

Such extravagance can't compare to the day's highlight, though. On the way back to the lodge, Emily stops the car on a low bridge and turns off the headlights. It's somehow almost luminously dark, with a swathe of stars immediately leaping into high definition directly above and then, magically, a fairytale of hundreds of fireflies slowly emerging from the reeds. The soundtrack to this saga grows accordingly, with nearby frogs ratcheting up their chorus until it's so loud, you can hear it with your skin.

Approaching the lodge gate, the road is aligned in such a way that the moon, pregnant and golden, rises directly behind us. It's like being chased by the Death Star – but in a good way.

Follow the noise

In the morning, we all do our bit, getting up before dawn and assembling at the vehicle, ready to spot both the early bird and the worms. But a young bull elephant is not playing ball, causing a one-creature traffic jam as he



A bonfire and a bar equals a good evening.

works his way along the fence a few metres down from the gate. Someone mumbles, "Is that fence elephant-proof?" Someone else replies: "Not angry elephant-proof…" Fortunately, this guy's just curious, and he soon moves off, allowing us to head out on the trail of some lions heard in the night. Navigation is via the panic calls of smaller species – monkeys, guinea fowl, hornbills – but one of the faults in that plan is that those little guys are going to be scared of anything looking to add them to the menu. At one point, we stop to investigate a commotion, and a huge eagle takes off from where it was dabbling in something dubious on the ground. Later, another ruckus – sadly on the opposite side of the river – helps us pinpoint a leopard going for a casual stroll.

The mid-morning heat is already in the mid-thirties. Add the humidity and it genuinely feels like you're in an oven – when outside! This makes spending that time after morning game drives and before evening ones either in the pool or inside your room – both the garden and the river view options are gorgeous and well-appointed – feel like sensible siesta time rather than the fidgety "What do I do now?" state of the average deadlines-driven city dweller.

What not to expect

Later, we do find some lions – a younger male and an older female (does that make this lion a cougar?) – an odd couple whose partnership raises several hypotheses. Animal societies are as bound to their own sort of cultural norms as any other, which in this case is ironic, as the lioness is first seen lying on a sandbank in the middle of the river and, as everyone knows, cats don't swim.

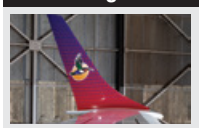
As we watch the lions, a brooding lightning storm passes to the west. Again, counter to expectations – at home, massive hounds cower under the coffee table if a car backfires – the wildlife actually seem energised, becoming more alert and moving confidently around in the gathering gloom.

The overcast conditions mean the setting sun has to force itself through a matte haze, resulting in what looks like the background for a *Blade Runner* film.

For all of this special treatment, it's still possible to come to the end of a stay and discover that you've taken the lodge lifestyle for granted. The final game drive, and after that, the final meal, suddenly feel bittersweet as new friends say goodbye and an awareness of our inability to properly let go of rat race concerns sets in again. Happily, a shooting star so on cue it could have been scripted helps to distract from the sadness of departure. Make a wish? Sure – though it's no secret that coming back here would be wonderful.

Text and photography: | **Bruce Dennill**

How to get there

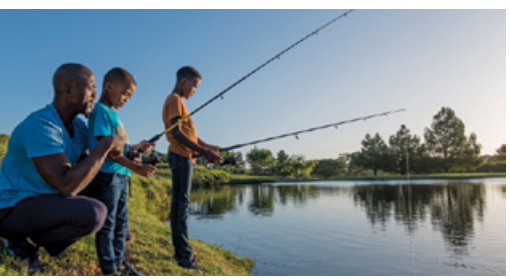


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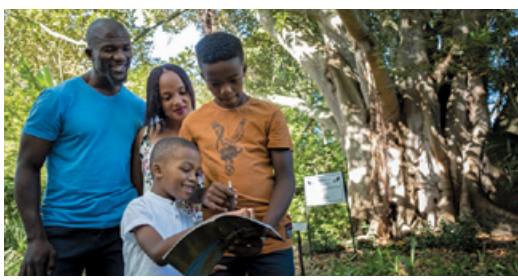
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Going to Earth

Sabi Sabi lodge surrounds visitors in luxury as they experience wildlife up close

Shielded by perennial yellow grass, an undetermined shape is moving swiftly through the vastness of the bush. Ranger Jonas, with the expert guidance of tracker Jack, alerts me to watch out for branches as we are in hot pursuit to identify what is now hidden in plain sight.

For more information or to book, go to sabisabi.com/lodges/earthlodge/.

Moving through seemingly impenetrable bush, the animal's face comes into view and a lioness meets my gaze with her piercing, golden eyes. She has the most beautiful black eyelashes, shown off as she momentarily glances up towards vultures circling above. A pesky tick is ingrained in the hair next to her right eye.

Suddenly, a primal roar escapes her throat, and her yellow canines become visible. New to the area, she seems skittish, and Jonas backs away slowly, safely ensconced in an open-top Toyota Land Cruiser. Out of nowhere, the reason for her agitation appears and we start counting tiny frames one by one – seven lion



The lodge's striking entrance feels like a hidden wilderness lair.

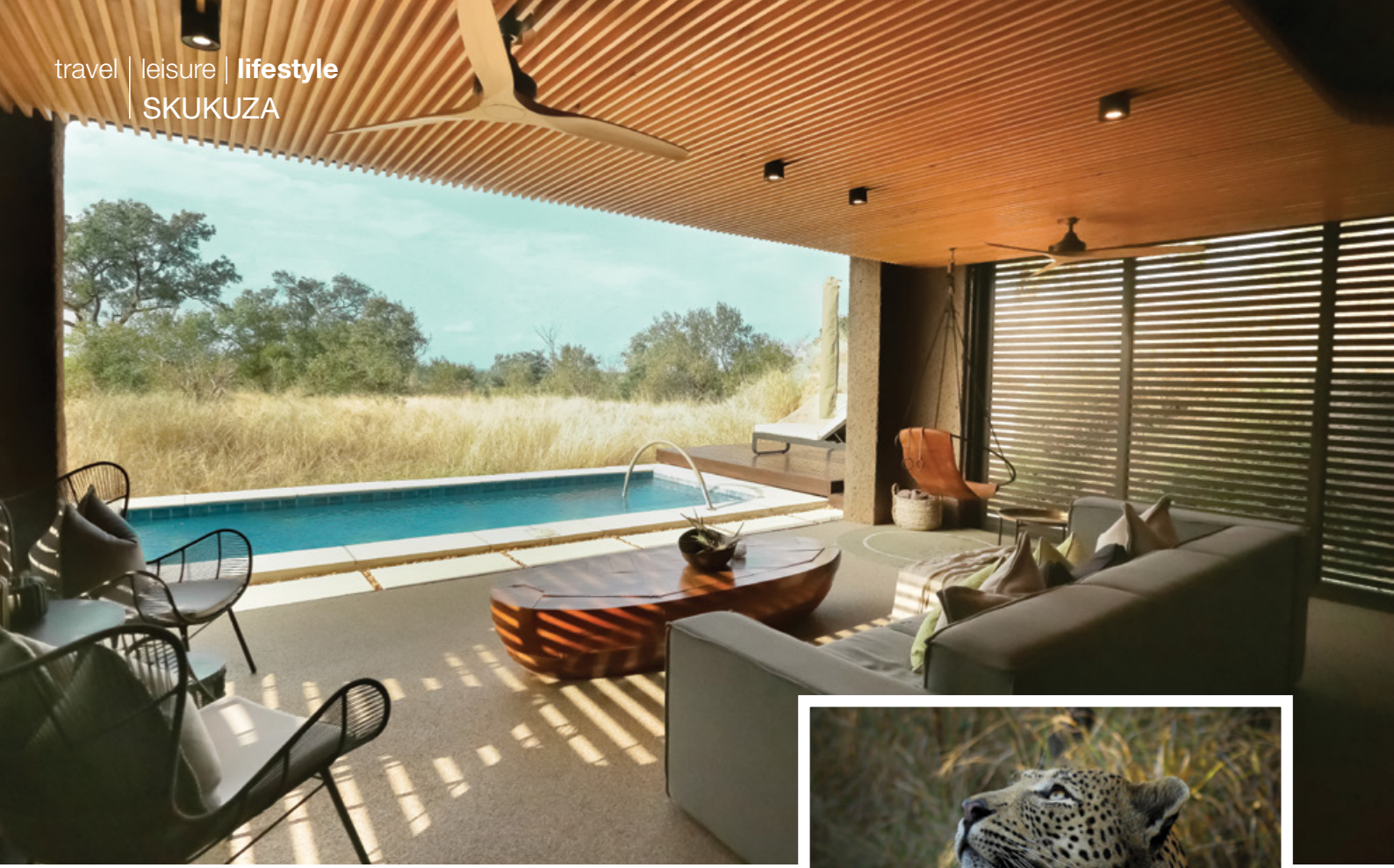
cubs, and another two lionesses. As we settle in the shade of a tree, all seven cubs attempt to suckle from a single lioness. Trying to discourage becoming painfully overburdened, she snarls before abruptly getting up, dislodging any effort made by the seven hungry mouths.

The lair of the land

The entrance to Sabi Sabi Earth Lodge is reminiscent of a lair. Walking through to the other side, a picturesque panorama unfolds; luxury meets bushveld.

Sitting down to dine, it is not uncommon to find wildlife in the unfenced area, most surprisingly, a cute and fluffy hyena! Dining at the lodge is a treat, as options are truly indulgent. At night, guests can dine under a blanket of stars in the outdoor dining area or the outdoor boma. There's also a secluded library, a meditation garden and an underground cellar with a vast collection of South African wines.

Following a complete suite refurbishment in 2019, the rooms offer a wonderful departure from the

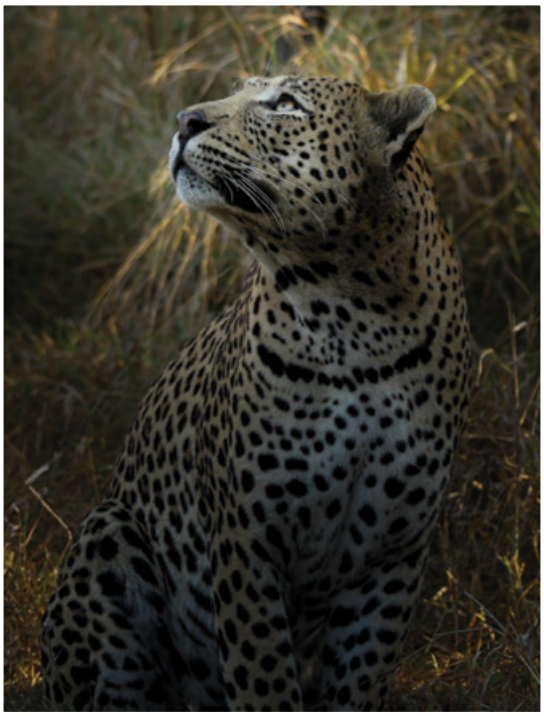


Luxury directly alongside where wild animals roam.

traditional bush lodge style. An obscured walkway snaking downhill leads to a heavy-duty wooden door, the first sign of what is to be revealed. As the door swings open, I catch sight of a bottle of sparkling wine and a champagne flute filled with handmade chocolates placed on the entrance table. A glass vase with kudu horns forms the centrepiece. To my left is a tea and coffee station, containing a variety of treats and scrumptious homemade biscuits, replenished on a daily basis. The airy veranda features the suite's *pièce de résistance* – a private plunge pool with uninterrupted views of the bushveld. Savouring a pre-game drive snack while lounging outside on the couch facing the pool, the shade falls perfectly through the louvres next to me, warding off the heat of the day. Each whisper of grass makes me wonder if there might be an animal lurking or wanting to take a sip from my pool.

Private audience

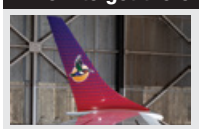
At Sabi Sabi, high-profile sightings are restricted to a maximum of three vehicles, so as to not put undue pressure on the wildlife. There is always interest when the game drive vehicle in front of you stops, indicating that there is something special up ahead. All I can see from my elevated vantage point is the white tip of a tail, flicking left-right, left-right. When the vehicle in front of us gently pulls away, it reveals a large male leopard, rubbing his face on something in the road. On closer inspection, his cheeks are making contact with a ball of dung. "He does that to mask his scent," Jonas explains. "This is so that other predators or prey don't know he is in the vicinity." The cat strolls along, marking his territory every few metres.



Further on, he sits up, almost meerkat-like, to survey his surroundings. The black markings below his thick neck make it look like he's wearing a beaded necklace. It seems as though he might be searching for water when he unexpectedly stops. His low-pitched rasp cuts through the early morning silence, advertising his presence to any other creatures within three kilometres of him. This call is emitted at either dusk or dawn to alert other leopards that they should steer clear of his area. And then, just like that, our sighting concludes when the leopard decides he's had enough for today and settles at the base of a termite mound for a morning siesta.

Text and photography: | **Heléne Ramackers**

How to get there



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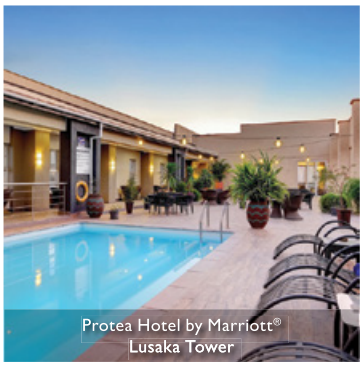
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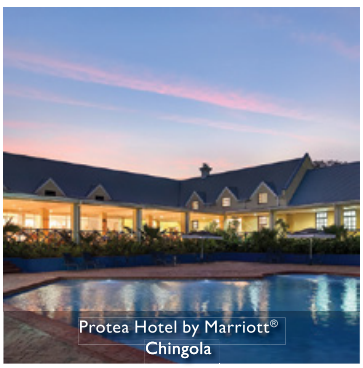

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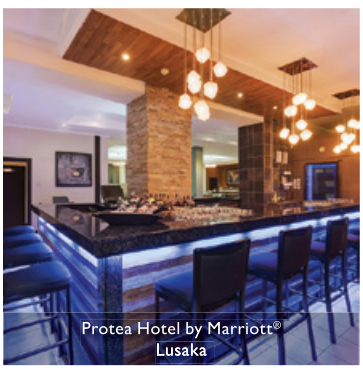

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1652

The year in which a newly installed doorway cut off Jesus's feet in Da Vinci's *The Last Supper.*



Review or rescind?

Know what to do when concerned with the outcome of an arbitration process

The Labour Relations Act (LRA) does not allow any party to appeal against an arbitration award. However, such awards can be overturned in two ways: via a Labour Court review or via a rescission application.

Ivan Israelstam is Chief Executive of Labour Law Management Consulting. Contact him on 011 888 7944, 082 852 2973 or at ivan@labourlawadvice.co.za. For more information, go to labourlawadvice.co.za.

In a Labour Court review, the party who is unhappy with the award asks the court to set the award aside on the grounds that the arbitrator, in making the award, 'misconducted himself/herself'. The review application is not an appeal against the award decision, but rather a claim that the arbitrator:

- Committed misconduct in relation to his/her arbitration duties.
- Committed a gross irregularity in the conduct of the arbitration proceedings.
- Exceeded his/her powers.
- Made the award improperly.

The above criteria refer to irregularities including, but not limited to:

- Taking into account evidence that was not put before the arbitrator.
- Refusing to allow valid and relevant evidence to be brought.
- Ignoring statutory requirements or legal principles.
- Unduly assisting one or other party with his/her case.
- Delivering a biased award.
- Taking a bribe.
- Failure to apply his/her mind to the facts in evidence.

Cancel culture

A rescission application is normally made to the same arbitrator who made the original arbitration award. A party may, within 14 days of becoming aware of the arbitration award, apply to the arbitrator to rescind (cancel) the award on the grounds that the award:

- Was erroneously sought or made in the absence of any party affected by it.
- Contained an ambiguity (i.e. could mean two different things) or an obvious error or omission.
- Was granted as a result of a mistake common to the parties.

The grounds for rescission are narrow and such applications are most commonly brought when one party has not attended the arbitration hearing and the award has been made in that party's absence. For example, if the employer fails to attend the arbitration hearing the arbitrator might, on the basis of the employee's evidence, decide that the dismissal was unfair.

On the other hand, if the employee fails to attend the arbitration hearing, the arbitrator may decide to dismiss the case and close the file. However, where the party who has failed to attend the hearing has an excuse for his/her absence, he/she may apply to the arbitrator to rescind the award so as to allow a new arbitration hearing to be set down. Typical reasons for rescission applications being granted include the rescission application being made within the 14-day deadline and valid proof being submitted of illness, or of failure of the CCMA/bargaining council to serve the notice of set down on the party concerned.

The CCMA is unlikely to accept excuses for the absence of parties where the employer could have avoided the cause of absence. If it was within the power of the absent party to have attended the arbitration, the chances of a rescission being granted are small.

Parties are therefore advised to:

- Exercise extreme care in keeping records of CCMA hearings.
- Ensure that they attend all CCMA meetings and hearings.
- Get advice from a reputable labour law expert before applying for rescissions and lodging applications at the Labour Court.

Text | **Ivan Israelstam** Photography | **BOKEH STOCK**



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Driving the point home

Commuting to and from work means ignoring some of the practice's challenges

From reducing CO_2 emissions to addressing the gender pay gap, there are compelling reasons why the world is better without a long journey to work. Whether you're squashed into a crowded taxi or stuck in rush-hour traffic, there's little to love about commuting. Yet, pre-pandemic, many of us were spending literally hundreds of hours getting to and from our place of employment each year.

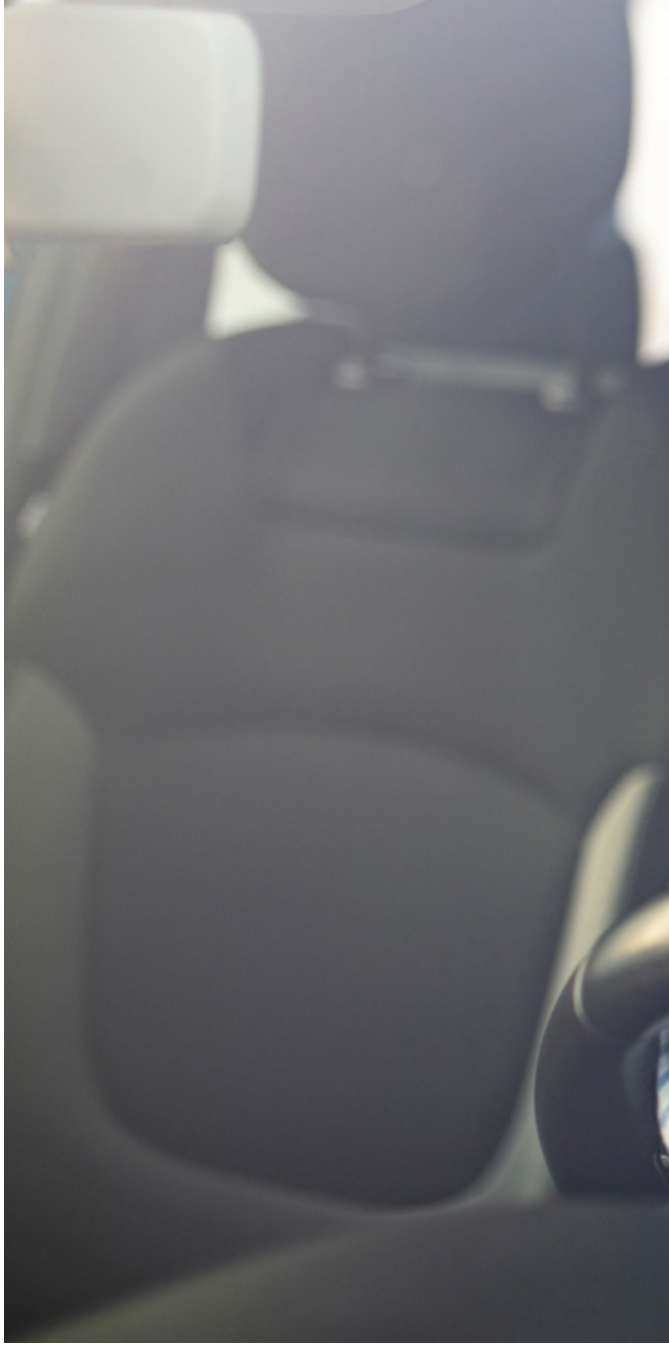
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Now, with flexible and remote working allowing more employees than ever the option to choose where and when they work, reducing the amount of time spent commuting is no longer just a pipe dream. But, apart from improving health and wellbeing, what other compelling reasons are there for cutting out the commute?

1 Closing the gender pay gap

Could saying goodbye to commuting and embracing other options, such as local coworking spaces or working from home, close the gender pay gap? It appears that taking a disproportionate share of childcare responsibilities means that many women are more likely to choose jobs in locations that are within a short 15-minute commute.

The constraint on commuting longer distances is thought by economists to be one of multiple contributing factors to the gender pay gap, as women are limited in their choice of higher-paid work. "If mothers consider jobs within a smaller locality than fathers, then employers will face less competition from other employers when hiring mothers than when hiring fathers," say IFS researchers Robert Joyce and Agnes Norris Keiller. "This may give employers bargaining power and enable them to hold down the wages of mothers more than the wages of fathers."



2 Reducing our carbon footprint

Not only can a shorter journey to work save money and boost wellbeing, but it can also help to reduce commuters' carbon footprint. A study by Regus found that workers could save 960 million hours per year in commuting time by 2030 if they turned to flexible working options. That is a saving of more than 100 million tonnes of CO_2.

The reduction in commuting due to the increase in employees working in a hybrid manner, using flexible space, can have a huge impact on the planet and employees alike. Adopting a set of engagement rules will not only optimise how employees engage with colleagues but will also lend itself to a responsible use of technology, and ultimately the carbon footprint that it effects.

Coworking spaces possess a huge potential to support environmental sustainability due to their inherently sharing-oriented constitution. At its foundation, they support the sharing of space, supplies and other resources, thereby cutting down on basic wastefulness.



Commuting can be stressful, expensive and time-wasting.

"Being a shared office, it is a workspace for multiple organisations and businesses. Had there been no coworking spaces, these businesses would have been operating out of their separate offices, thereby increasing the usage of space and land. This is how coworking promotes usage of less land and space by helping different companies to work under the same roof and in the same space," says Joanne Bushell, MD of IWG Plc.

"The concept of 'green workspace' will soon become a norm rather than the exception," she adds. While traditional workspaces are doing their little in saving the planet, coworking and shared office spaces hold on to the deeper meaning of sustainability. From the future of work to the future of sustainability, coworking spaces have the potential to solve these problems.

3 More 'me' time

Spending less time commuting and more time engaging in activities that enrich our lives not only makes us happier, but it can improve both mental and physical health and even make us better at our jobs. For example, studies show that exercising more in our free time can not only boost our memory, but also improve concentration – not to mention reduce stress.

4 More satisfying relationships

Your relationship may be more likely to suffer if you have a long commute. According to at least one study, if one spouse commutes for longer than 45 minutes, a couple is 40% more likely to get divorced.

Perhaps this is due to the limited time commuting leaves couples with to spend together each day. A 2001 study by Norbert Schneider, a sociology professor at the University of Mainz in Germany, found that the majority of long-distance commuters and their partners surveyed (60%), complained they often had insufficient time for spouses and children. Quality time together was reserved for weekends or holidays only.

Text | **Supplied** Photography | **Dragana Gordic**

A team in tough times

Loss and grief have impacted everyone over the past two years, and companies need to provide leadership and understanding

In the past two years, many people have lost loved ones to COVID-19 or have had their personal lives turned upside down as a result of lockdowns, limited access to medical facilities and ongoing health problems. As a result, employees are struggling to find balance in the workplace as they deal with complex grief and emotions while trying to fulfil their roles and responsibilities.

Nicol Myburgh is Head: HCM Business Unit at CRS Technologies. For more information, go to crs.co.za.

Organisations have a role to play in supporting and guiding employees through these difficult times. Human resources should have grief management and employee support high on their agenda right now. Companies need to create a framework that's designed to help people manage their emotions within the workplace and find a healthy way out of grief.

The first step is to acknowledge that an employee is experiencing grief and to offer assistance to them. This can be in the form of days off work, providing access to a grief counsellor, or working with a specialist company that handles complex situations and emotions. Every one of these steps helps the employee navigate a challenging personal experience by giving them the space and support they need.

Important resources

Many organisations offer employees assistance with grief counsellors. This allows people to then engage with psychologists, and involve their family members if needed, so they can figure out how to approach the future and their next steps – it's a powerful way for a company to help out in times of grief.

As there are no clear guidelines for companies, the best steps would be to err on the side of compassion. Legally, if the death of a direct family member occurs, employees are entitled to three days of leave per year, and are expected to provide proof, such as a death certificate. Different industries have different rules, so it's often up to the company to make the final decision on how grief, leave and support are handled.

While there's a limited amount of time mandated by the government for compassionate leave, most companies give employees immediate access to their annual leave or give them time off without touching this pool of leave at all. This is the most compassionate approach and is one that can be supported by additional services such as counselling or access to grief services.

Text | **Nicol Myburgh** Photography | **thatreec**





Moving the pieces

New book considers how the 2008 global financial meltdown and the COVID-19 pandemic have become the leading cause of governments' global failures

On 26 June 1970, US Secretary of State, Henry Kissinger, announced that it was the goal of American policy to "expel" the Soviets from the Middle East. The combustible area was of vital strategic importance to the two primary Cold War rivals, the United States and Soviet Union, and the 'cheese' was the Suez Canal, a trade route whose access depended on alliances with Arab states in the region.

President Richard Nixon's gambit was to draw Iran and Israel into a strategic alliance with the United States against the Soviet-backed states of Iraq, Syria, Libya and Egypt. In May 1972, Nixon, according to one account, "personally gave the Shah of Iran permission to buy any conventional weapons in the American arsenal".

In the four years to 1973, the Shah spent $15 billion on weapons despite the objections of the Saudis. The twist was a Nixon gambit to get Mohammed Reza Pahlavi, the Shah, to divvy up the oil price to pay for the exorbitant arms purchases. After their visit to Tehran in May 1972, Nixon and Kissinger gave the Shah a military blank cheque to purchase weapons. These two results – increased arms sales to Iran and better relations with Israel – indirectly led to two concomitant developments. Despite repeated warnings from CEOs of American oil companies and Arab representatives of OPEC at the beginning of 1971, under the Shah's 'moderate' leadership, prices began to edge upward on 3 February 1971, after a formal meeting in Tehran. Then, on 13 October 1973, Nixon ordered a US arms airlift to Israel, precipitating a dramatic cut by OPEC members in oil production by 5% two days later and a massive rise in oil prices.



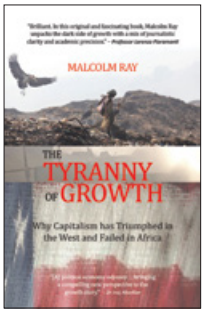


7

The number of pitches a Major League Baseball game lasts for.

The gambit worked. The spike in oil prices by OPEC saw a flood of petrodollars into US banks. The question for the banks was where to put the massive profits earned from interest. In trying to pacify big business and banks, Nixon by this time permitted US businesses operating abroad to keep those profits outside the country. And so, the obvious answer for banks was "in our own backyard" – the developing countries of Latin America. Seeing how liquidity could be assured by dollar loans negotiated outside the United States, several American banks, flush with petrodollars, piled onto the bandwagon and headed south. The second Gold Rush was on.

What the Nixon administration did not count on was that Kissinger's political and bureaucratic coup in the battle to influence Middle Eastern policy before the October war in Israel would have a devastating long-term effect.



The Tyranny of Growth ***by Malcolm Ray, published by Melinda Ferguson Books, is available now. For more information, go to facebook.com/thetyrannyofgrowth. This excerpt is published by permission.***

On 11 September 1975, the Multinational Corporations Subcommittee of the Senate Foreign Relations Committee in Washington convened, behind closed doors, to assess the risks to the Western banking system. The matter before the committee was of public concern but the demoralising ambiguity of the issues to be explored were considered too sensitive to be discussed in an open session. The Subcommittee tried to determine whether there was a concentration of deposits from the oil-producing states in a small number of major American banks. It also tried to determine whether those banks had become financially vulnerable by virtue of having lent large amounts, relative to their liquidity positions, to oil-importing developing countries.

The findings were sufficient to set Wall Street ablaze. The initial gains of bank loans were rapidly eroded by the late 1970s and early eighties. Past income gains had been entirely erased, "economic diversification regressed, and capital was cannibalised, as the IMF and other creditor interests decided that developing countries should learn to live below their means."

In 1982, GDP in Latin America, on average, fell 1.2%, the first absolute drop since the Second World War. In per capita terms, the decline was 3.4%. The situation was especially grim in Argentina, Bolivia, Chile and Uruguay, where per capita income fell 10% between 1980 and 1982. Even worse, real investment fell on average by 13%, a guarantee that the next year would show an even worse economic performance.

In 1983, absolute GDP fell by an average of 3.3% in 17 Latin-American countries. The per capita decline averaged about 6%. During those two grim years, net capital inflows ceased; net transfers of interest and profits out of the area reached $20 billion in 1982 and $29 billion in 1983. These transfers were largely profit and interest payments to creditor banks and companies in industrialised countries that had joined the petrodollar loan stampede after the oil price hike in the early 1970s.

Nor was there any respite in 1984. During that year developing countries put double the amount into the international banking system in interest payments than they took out of it. The Bank for International Settlements estimated that the net injection of funds into the banks of the major Western countries and bank havens from mainly developing countries considerably exceeded the infusion of funds into the banking system by the oil price hikes between 1973 and 1979.

The dramatic decline in the trade balances of developing countries in Latin America and Africa came not through the expansion of exports, as the IMF programmes had envisaged, but through a collapse of imports. Money once spent on imports and investment went into interest payments on the external debt. By the end of 1984, the interest on that debt amounted to a burden on the developing countries double that imposed on Germany by the notorious post-war reparations bill.

Text | **Malcolm Ray** Photography | **Gurudev**



All smiles!

In as few as 45 minutes you can help a child get the new smile they deserve

Think of all the things that can be achieved in just 45 minutes. A quick Google search lists 30 things right off the bat, including a yoga class, a power nap, a spa treatment, or a good old-fashioned walk in the park.

To find out more visit www.southafrica.operationsmile.org or email infosa@operationsmile.org.

It also takes medical volunteers at Operation Smile South Africa (OSSA) a minimum of 45 minutes to repair a child's cleft lip, giving them a smile and the chance to live a happy and healthy life.

For more than 16 years, Operation Smile South Africa has been a driving force in the delivery of safe cleft surgery for hundreds of patients, supported by a network of 116 volunteers who donate their time, expertise and skills to provide high-quality free cleft care in South Africa and across sub-Saharan Africa, through short-term surgical programmes.

"At Operation Smile South Africa, we're focused on helping children and adults living with untreated cleft conditions, especially those in rural and hard-to-reach communities to ensure they can access high-quality care either at an academic hospital or through an Operation Smile surgical programme," says Sarah Scarth, Executive Director of Operation Smile South Africa.

"Patient awareness and community outreach are key. We focus on training local community health workers and nurses so they can better support cleft patients and help them access surgery, plus get the follow-up care they need. We also have an active patient referral programme across the country and work in partnership with local governments, hospitals and other nonprofits," she says.

Beyond providing direct care for patients with cleft conditions, Operation Smile is strongly focused on helping to strengthen our health care systems in order to serve more patients needing surgery. It does this by providing training and education opportunities for



Dr Ian Osborne Anesthesiologist – Team Leader and Dr Clover-Ann Lee, Emalahleni, Mpumalanga, South Africa – Witbank Hospital, November 2019 (Operation Smile Photo – Zeke du Plessis).

medical professionals like surgeons and anaesthetists in order to elevate the level of care offered at hospitals across the country. "With clinics and hospitals across South Africa under increasing pressure, every trained specialist plastic surgeon or anaesthetist will have an exponential impact on the number of patients being treated. Plus, this newly acquired knowledge and skill are shared and transferred to others, which further enhances and strengthens our local health care systems," says Scarth.

One Operation Smile volunteer who passionately believes in health system strengthening is Dr Priyanka Naidu, a medical doctor and aspiring paediatric reconstructive surgeon from Cape Town, South Africa. Naidu studied at the University of Cape Town and went on to train at one of the country's largest hospitals, Chris Hani Baragwanath Academic Hospital in Soweto. In 2019, she was awarded the National Research Foundation Scholarship and decided to take time out of her training to pursue a Master of Global Surgery with a focus on national surgical planning and addressing barriers to safe surgery.

Since joining Operation Smile as a Global Surgery Fellow in February 2020, Naidu has been involved in education and training, health systems strengthening initiatives and geospatial mapping of cleft care providers in Operation Smile's programmatic countries. She has always wanted her work as a plastic surgeon to involve increasing access to reconstructive surgical care in areas where there is tremendous need.



Priyanka Naidu – Operation Smile Global Fellow. Operation Smile Global Surgery Fellowship – Rwanda Mission 2021.

"As a doctor in sub-Saharan Africa, I understand the challenges, the resource shortages, and the high burden of patients who require surgical care," Naidu said.

The Operation Smile Global Surgery Fellowship has been inspiring and timely in applying Naidu's theoretical experience from her master's degree to projects that require thoughtful design and implementation. It has also been an opportunity to engage with a network of renowned plastic surgeons and volunteers who share common goals. She plans to continue to provide and advocate for increased access to reconstructive surgical care as a global surgery priority.

But none of this work is possible without public support. Building on 40 years of cleft care experience, Operation Smile enters the next decade intensely focused on ensuring access to more and safer health care, particularly in remote areas. "We have set the bold ambition to increase access to care for one million patients who need cleft surgery and other essential treatments, but this is only possible with the support of those who share our passion to give the gift of a smile to more children across South Africa and sub-Saharan Africa."

Text and photography | **Supplied**

R70 million
The amount paid for the dress Marilyn Monroe serenaded John F Kennedy in.



(ALMOST) EVERYTHING UNDER THE SUN

Solar power is desirable, but it's important to know exactly what you're signing up for

With Eskom warning that its system is likely to remain constrained for the near future and applying for hefty price hikes with the National Energy Regulator of South Africa, many South African companies and households are looking to become more independent from the national power grid. The conversation inevitably turns to the benefits of installing solar power.

Christiaan Hattingh is Managing Director of AWPower. For more information, go to awpower.co.za.

However, misconceptions abound about the costs, implications and benefits of solar power. Here are some myths about solar power and what to really expect when investing in a solar installation.

1 Solar power means freedom from loadshedding

One of the reasons people and businesses first start investigating solar power is that they're tired of loadshedding or municipal power outages. But for budgetary reasons, most people and companies opt for a grid-tied system rather than investing in a system that includes batteries.

With a grid-tied system, the inverter will shut down and stop producing during an outage for safety reasons.

To keep running through loadshedding, you'll need to invest in either a generator (with its own negatives) or a solar hybrid system with batteries to store power for savings and energy security. With a hybrid system, some essential loads will stay on during loadshedding, while non-essential loads will be turned off.

2 Going off-grid will enable me to save a fortune on power bills

We've seen Eskom and municipalities pass steep electricity increases in recent years. Many electricity users are wondering whether it's viable to take their property off the municipal electricity grid to save money. However, the costs of specifying a system with inverters, solar panels, generators and battery storage to provide complete grid-independence are too high to be attractive for most properties.

The good news is that you can achieve compelling savings on your monthly bill with a modular solar installation appropriately sized specifically for your levels of power consumption. The more solar panels installed, the more daytime electricity consumption will be catered for by solar generation. Depending on usage patterns, batteries can also be added for night-time savings as the budget allows. This can lead to a rapid payback period for a solar investment.





230 decibels
How loud a sperm whale can be (an aircraft taking off is about 150 decibels).

50 jumbo jets
The equivalent weight pressing down on you in the deepest part of the ocean (eight tonnes per square inch).

3 'It's prohibitively expensive to install solar power'

Many businesses and homeowners like the idea of solar power but worry about the capital costs. However, you can start small and grow your solar installation to use less grid power and bring your electricity bill down over time. A solar hybrid system allows saving on monthly electrical bills while also safeguarding homes or businesses against loadshedding.

Solar hybrid systems are modular and can be installed in stages, allowing you to spread the cost over years. If it is a priority to save money on electricity, start with solar panels and an inverter, adding more panels and batteries over time. If the goal is to have a reliable power supply during outages, begin with lithium batteries and a hybrid inverter, adding solar panels over time.

Solar panels will pay for themselves in electricity savings over a number of years. Batteries are a significant capital cost, and the more you install, the slower the payback period will be. Lithium batteries are recommended over lead-acid (deep cycle AGM/Gel) batteries. They have a higher upfront cost but last 10 years or more compared with the two to three year lifespan of lead-acid batteries.

4 I will be able to make money selling power to my neighbours and the municipality

Many people imagine that they can make money by selling 'their' power into the municipal grid or even to their neighbours. However, commercial and residential customers are not allowed to be 'net generators'. In other words, you may not generate and export more power than what you consume over a given period. You're also not permitted to sell excess power to neighbours.

When it comes to exporting power back to the grid, it doesn't happen by default. You need to apply to your municipality to install a special meter that'll track how much power is used from and supplied to the grid. Not all municipalities allow exporting. On days when more power is generated than your property needs, the excess will be exported to the grid.

The municipality will provide a generation offset amount on your monthly bill according to the amount of power exported to the grid. Even if you export more power than you use, the municipality will not pay cash but offset your account (given that you're not a net generator). While the rate you receive for the power you 'sell' varies between municipalities, most pay significantly less for the power exported than they charge for the power imported. It's advisable to use what you produce first and then export excess back to the grid – referred to as 'optimised self-consumption'.

5 Solar power is no good on cloudy days or in winter

With plentiful sun year-round, South Africa was made for solar power. However, some potential solar users wonder how cloudy weather or the shorter winter days will affect generation. It's true that less power will be generated during winter or when it's raining, but panels will keep working. Bear in mind that solar is part of the power mix even in cold countries like Germany and the UK.

During the day, any sunlight that hits the surface of a solar panel is converted into electricity. Production may drop when the weather is less than ideal, but you'll still be generating enough to cover some of your needs. Mitigate shortfalls in winter by reducing your power usage, optimising the tilt and placement of panels, or adding more solar panels to your installation.

Many electricity users are wondering whether it's viable to take their property off the municipal electricity grid to save money.

Text | **Christiaan Hattingh** Photography | **Sonpichit Salangsing**

Dune and dusted

Rally driver Giniel De Villiers recently completed his 19th Dakar Rally

For more information, go to redbull.com or dakar.com.

The Dakar Rally is a kind of microcosm of how the world has had to adapt the last couple of years – moving from country to country and exploring new terrain (literally and figuratively) in order to survive. Over the course of the years that you've been involved in the race, how has the experience changed for you, in terms of both sporting challenges and the bigger picture – having to take politics more and more into account?

Giniel De Villiers I did my first Dakar, and a number of the others, in Africa. South America has a totally different feel – five million people come to watch, most of them right next to the road, and you need to do altitude training to compete well there. On the other hand, in Saudi Arabia, there are no altitude issues and far fewer people.

The challenge of the race stays the same, though. You have to adapt day by day, to each different terrain – all the different rocks, hard and soft sand, and everything else. That's what makes it the most difficult race to win.

You race with and against people from all over the world – what are some of the best experiences or relationships that have come from those experiences?

I've formed some great friendships over 20 years of racing in places I would not otherwise have been to; people from different backgrounds and religions and language groups. We all have a common goal – to do well in the race. I think we all find that spirit of adventure compelling. It puts everyone on the same page. There are athletes, businessmen, amateurs – you meet a complete mix of people.



The team aspect of rally driving: how do you balance your personal ambition or goals with the good of the team?

It's a bigger team effort than most people know about. There are around 70 people in our team. Four drivers and co-drivers, but also chefs, doctors and mechanics – the guys who work on the cars every night. We all want to win, but we have to accept that the team is more important, and that we have to help each other as well. That's the professional factory team ethos.

South Africa's a fantastic country for rallying – such a wide range of landscapes and challenges.

Our races are completely different to the world championship races. There are more roads and no real



dunes to speak of. But we have a strong championship here. It's competitive, and that helps us to develop the cars well. It keeps us sharp.

Not all of us will get the opportunity to drive in races, or in the incredible locations you do. Any advice on making 'normal' driving – city roads, the school run, say – more enjoyable or more efficient?

It's difficult to make the school run enjoyable! That could get a bit dangerous… But we have such incredible resources in South Africa. Anywhere you are, there'll be something beautiful within a two-hour radius. Go and explore it and find your fun – what you like to do. It could be going over rocks at 10km/h – it's not always about speed. Otherwise, on the roads, just try and stay calm. You'll always enjoy your driving more that way.

What demands does rally driving place on your time outside of racing? How much time, money and other resources do you invest in racing?

You need to be fit to race for a big team like Toyota Gazoo Racing. If I'm not in physically good shape, they can end the contract. Whatever it takes to stay that fit is *my* investment. One interesting example? I had to get an altitude tent to help me acclimatise before competing in South America.

Text | **Bruce Dennill** Photography | **Supplied**

Experience and excellence keep Giniel De Villiers near the top of the pile in international rally driving.

Manpower, experience & expertise



GardaWorld has the manpower, the infrastructure and the reach to deploy integrated on-site security solutions on any mining site or agricultural farm, estate or ranch, irrespective of how remotely it is located, how large or small it is; or how challenging the terrain may be. We work on behalf of our clients to manage reputation, enhance customer service, secure a safe work space and allow employees and leaders to focus on improving daily operations.

Our extensive experience across Africa, specifically in natural resources, diplomatic and development agencies, financial services, infrastructure, agriculture and retail, has enabled us to develop an agile, layered solution that is intelligence-led. This approach allows us to establish an early warning system and information network to ensure an appropriate response is deployed in a timely fashion to mitigate any risks.

At GardaWorld our 'local's first' recruitment policy is at the heart of all our operations and in many of our markets our local staff make up 85-95% of our workforce. We strive to achieve operational excellence through the use of local content, which, by its nature, acts as a useful risk mitigator. When coupled with being actively involved with the local community, local content serves to enhance the overall integrity of the solution.

This is complimented with the deployment of an independent (on site) command and control team — a highly trained, well equipped and mobile security force, which is fully supported with communication tools, technology and, where appropriate, infrastructure security.

Every GardaWorld project is fully compliant with all local laws, international best practice and the UN Global Human Rights framework.

Many of the externally accredited standards to which we hold ourselves to account (uniquely down to the operational project level, on every project) have their origins in the Voluntary Principles on Security and Human Rights. Specifically, today, these include:

MSS GLOBAL | UKAS MANAGEMENT SYSTEMS 7818 | ISO 9001:2015 Quality Management QMS/112016/001 | ISO 14001:2015 Environmental Management EMS/112016/001 | ISO 45001:2018 Health & Safety Management HSMS/112016/001 | ISO 18788:2015 Security Operations Management SMS/022016/001 | ANSI/ASIS PSC.1-2012 Quality Assurance Management SMS/072014/001

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While every site is uniquely different, GardaWorld has proved that this approach and methodology is successful regardless of whether we are securing an onshore or offshore facility, a fixed mining site with a firm perimeter, a large site or plantation with porous borders or linear infrastructure such as a pipeline or road.

INTEGRATED RISK ANALYSIS AND AUDITS

We provide our clients understanding of political, ESG and security risks and how these might be mitigated or managed throughout the operation and associated supply chain. This enables risk management practices based upon ISO 31000 to be incorporated into the project development plan with a clear rationale for investment. Senior management and the Board are thus able to foresee the plausible scenarios that could impact upon the viability of the investment and to ensure this is adequately mitigated at the operation.

REMOTE SITE SECURITY EXPERTISE

GardaWorld has the manpower, the infrastructure and the reach to deploy integrated, intelligence-led remote site security solutions when and where it matters the most. We provide ethical, compliant and professional services that respect our client's needs, meet the highest standards of international accreditation, as well as the local laws and standards.

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POLITICAL AND SOCIAL RISK MANAGEMENT, COMMUNITY AND STAKEHOLDER ENGAGEMENT

Review of highly complex issues such as extortion and corruption or persistent intrusion challenges and why social development programs do not lead to constructive engagement with local communities. These scenarios are often the root causes of more complex issues such as human rights abuses, criminal networks, and political and competitor opposition. We provide objective advice on the design and implementation of ESG, CSR, and Security Programmes, their dynamic interactions, and how complex issues might be anticipated and resolved.

CRISIS MANAGEMENT

From natural disasters to industrial accidents, kidnap for ransom, sabotage cyber extortion, war, and terrorism, we support clients through the full crisis management cycle of Prepare, Prevent, Respond, and Recover. Our exclusively dedicated Response Team is the largest globally, managing more than 150 cases per year, with over 30 years of industry leading experience. We help our clients overcome the unexpected from in-person advice on crisis response to cyber expertise from initial training for incident and crisis management teams to advanced simulated exercises.

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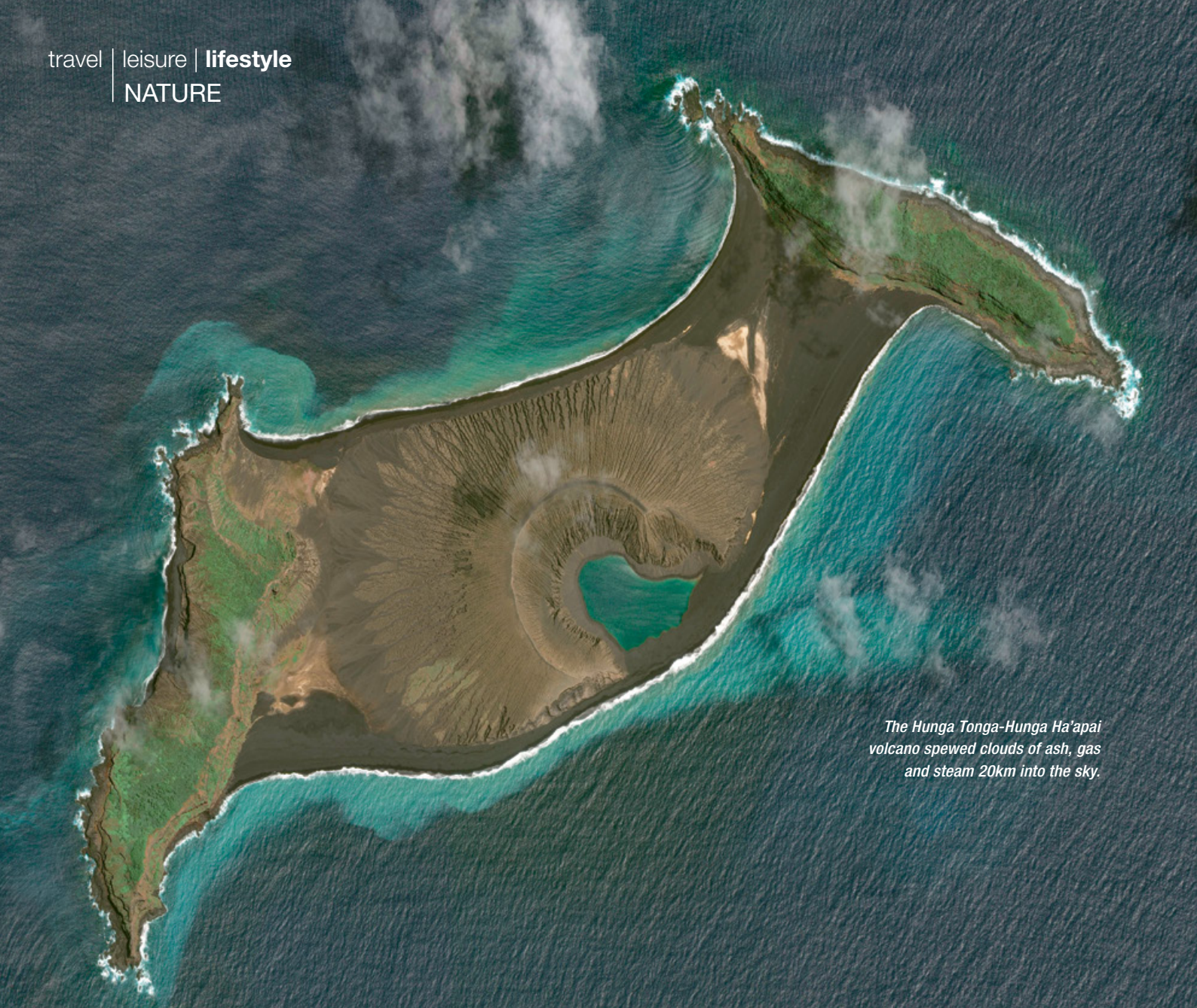
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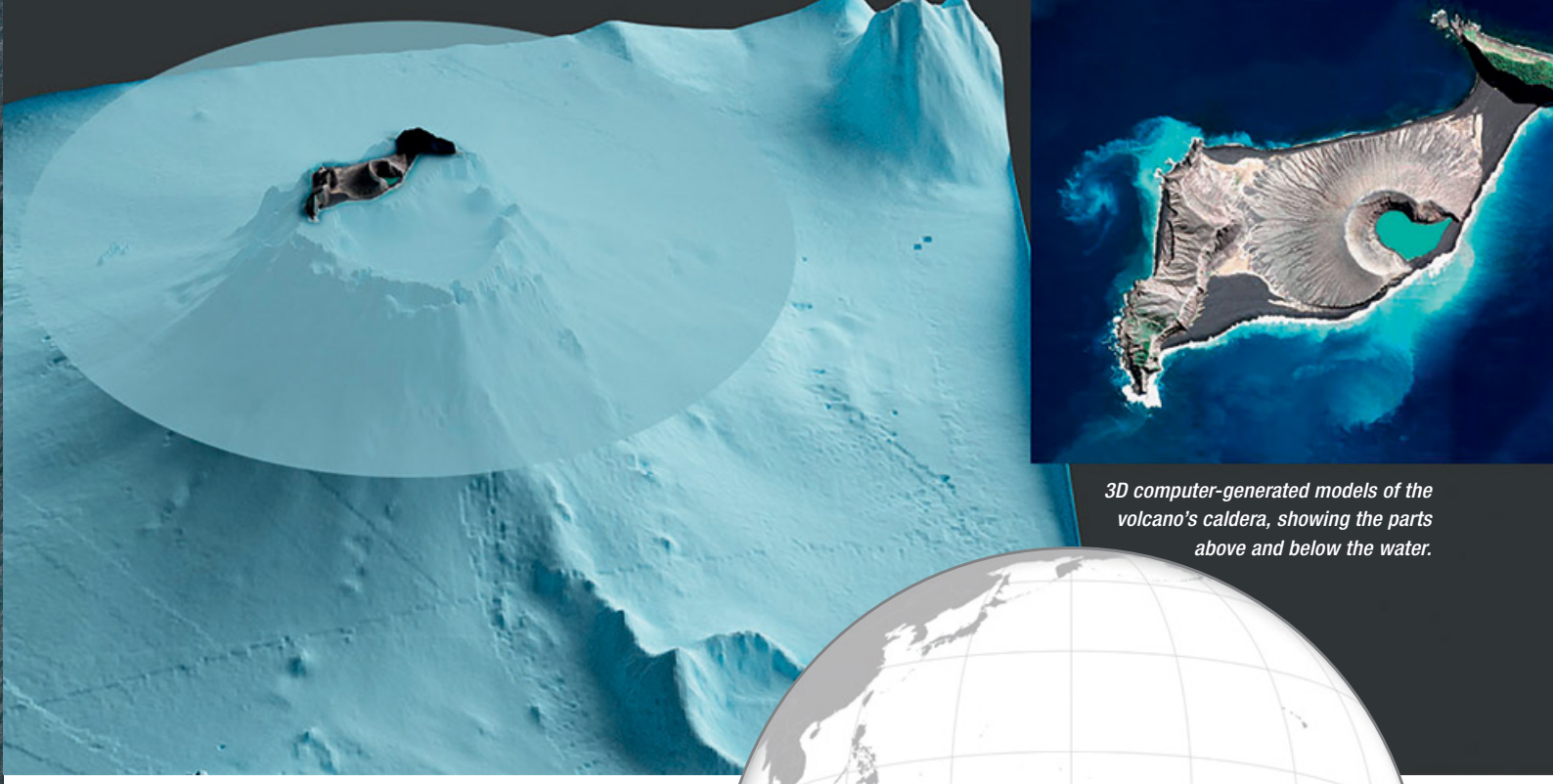
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The Hunga Tonga-Hunga Ha'apai volcano spewed clouds of ash, gas and steam 20km into the sky.

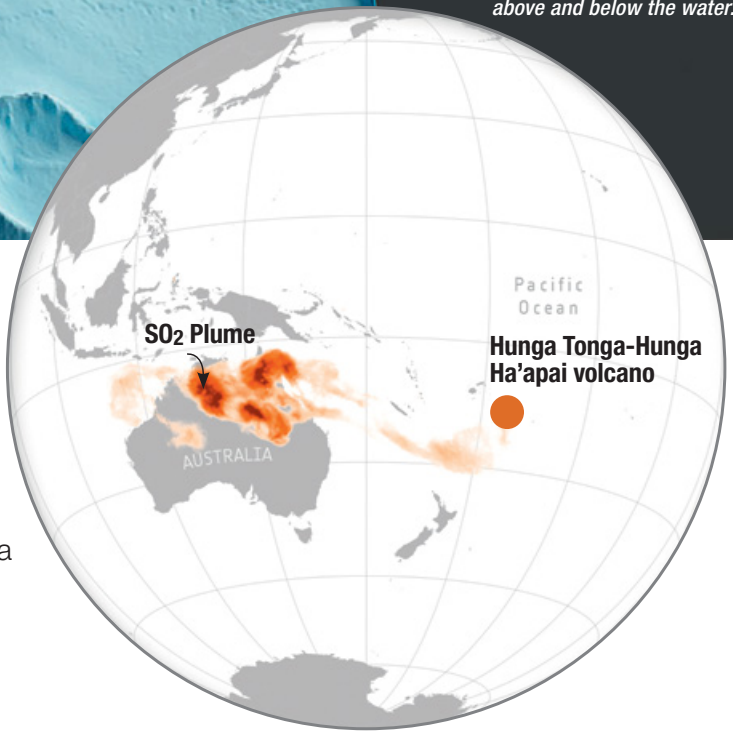
The volcano that shook the earth

The eruption of the Hunga Tonga-Hunga Ha'apai volcano was a once-in-a-century geological event – and now the clock is ticking to study its effects…



3D computer-generated models of the volcano's caldera, showing the parts above and below the water.

The eruption of the submarine Hunga Tonga-Hunga Ha'apai volcano on 15 January 2022 left thousands of people without homes, supplies and internet. At the time of writing, there were three confirmed deaths related to the eruption, two of which were locals, and one British national. The volcano's explosion sent shock waves as far as Alaska and the UK and caused a tsunami that affected the shores of Australia, the US and Russia.



By 18 January, the sulphur dioxide (SO_2) plume from the eruption had reached across Australia.

Around 10 hours after the eruption, people in Miami in the US – more than 11,000km away from the volcano – saw pressure 'waves' at speeds of 1,100km/h. These acoustic ripples in the air were essentially travelling at the speed of sound through the atmosphere.

Five days after the eruption, the volcano's activity appeared to have stopped at surface level, although volcanologists could not say what was happening under the water.

Scientists still don't know why the Hunga Tonga-Hunga Ha'apai volcano erupted, but as it is a submarine volcano, it's likely to have been a sudden reaction, not something that had been bubbling under the surface for some time, said Dr Samuel Mitchell, a specialist in volcanic submarine systems at the University of Bristol.

The aftermath

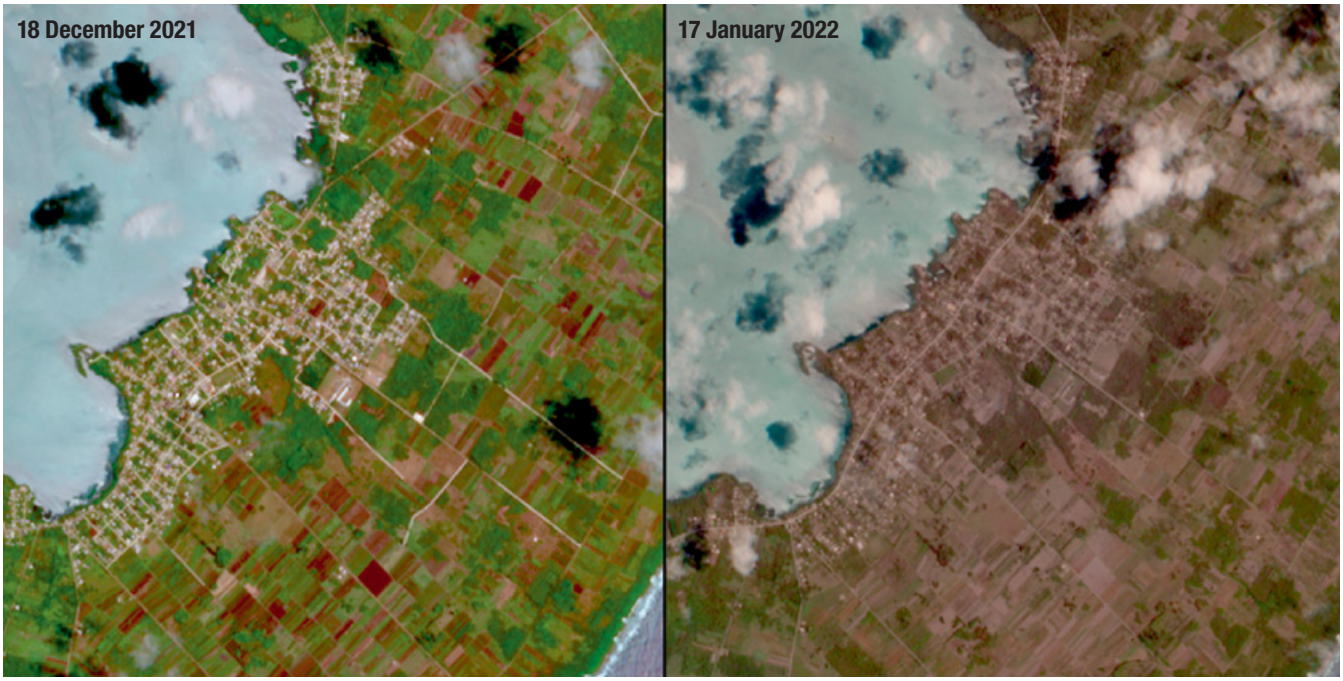
There are two uninhabited islands on the edge of the volcanic crater: Hunga Tonga and Hunga Ha'apai. Following the eruption, satellite images indicate these islands are a lot smaller, meaning the explosion likely destroyed a large part of the land. Scientists can't be sure whether the collapse of the crater caused the huge movement of water that created the tsunami, or if an explosion below the surface, propelling water away from the volcano, could have been the source.

As the tsunami spread, warnings were issued around the South Pacific and as far as Japan, Canada and the US. In Peru, the waves were so strong they overturned an oil tanker, causing more than 6,000 barrels of oil to spill out onto Peruvian beaches.

The extent of the eruption's effect on marine biodiversity is not yet known. However, Dr David Ferguson, a volcanologist at the University of Leeds, said that ash falling into the surrounding ocean will likely have the most significant impact.

"Ash erupted underwater doesn't tend to travel very far, however, the fact that the volcanic plume was ejected into the atmosphere allows the ash within it to be transported further and then deposited into the ocean nearby," he said. "If the amount of ash is significant, it can smother features such as coral reefs, and cause fish and other marine animals to move elsewhere, disrupting food chains, ecology and more."

As the eruption occurred under the sea, it's likely that the resulting ash picked up salt from the water on its way to the surface. This salt may then have fallen over land, and some early reports suggest that the salt may be desiccating local crops.



In these images from before and after the eruption, you can see the effect of ash fallout in the town of Mu'a, Tongatapu island, Tonga.

What we know so far

Submarine volcanoes can be found around the globe at a variety of depths. But scientists don't yet know exactly how many there are. According to Mitchell, estimates suggest around 70 to 80% of all volcanic activity actually happens on the seafloor. While these submerged volcanoes are relatively understudied, research from Hunga Tonga-Hunga Ha'apai will help volcanologists better understand and predict future events.

"There may now be an effort to study the consequences of the eruption, such as the effects on local marine life, and perhaps to monitor any post-eruptive changes or processes at the volcano itself," said Ferguson. "For example, it may be that magma is still in motion beneath the volcano and that the detection of this movement can help us understand the pathways that magma takes on its way to surface."

Beyond Earth

The eruption could even help further our understanding of volcanoes on other planets. Previous eruptions by submarine volcanoes have resulted in the formation of islands, as the ridges of the volcano move and break the surface of the water.

"These islands formed of pyroclastic material have the same general morphology as features seen on Mars," said Dr Ashley Davies, a NASA geologist and planetary scientist. "This suggests that the Martian features may have formed under similar circumstances – initially highly explosive events due to magma interacting directly with water."

On Earth, these volcanic islands usually erode rapidly after formation. But if the features on Mars formed as a result of the same volcanic processes, then the persistence of these ancient features suggests fewer erosional forces are at play, allowing them to persist for billions of years. Scientists can't say for sure if or when Mars's volcanoes erupted, nor what these eruptions would've been like. However, we do know that in the distant past there was water on Mars.

"Mars had water on the surface in the past and has ice just below the surface now, which gives potential for those [lava and water] interactions," said volcanologist Prof Lionel Wilson, from Lancaster University.

These days, Mars's thin atmosphere means any water that comes to the surface just boils off. But around three billion years ago, atmospheric pressure could have been high enough to have standing water.

Some of the bigger volcanoes on Mars, like Olympus Mons and Ascraeus Mons, could be billions of years old. So, if there was an overlap between denser atmosphere and volcanic activity, explosions like that of the Hunga Tonga-Hunga Ha'apai volcano could've occurred.

"Tonga is at quite a shallow depth below the surface of the water, which is what made it so explosive. Deeper underwater, the high pressure tends to suppress violent interactions," said Wilson.

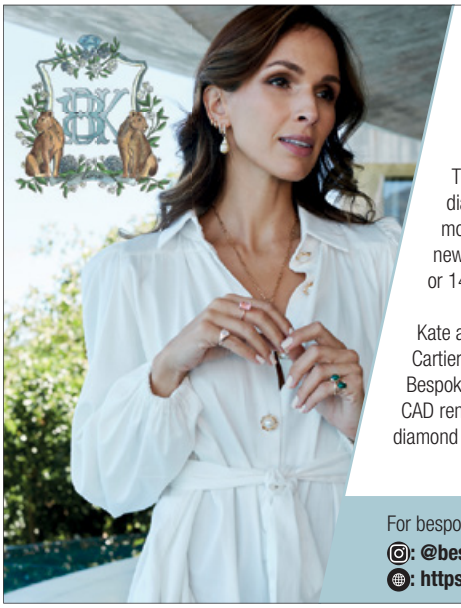
While Mars's volcanoes could have been active in a similarly low-pressure environment, volcanoes on Venus would erupt more like a deeper submarine volcano here on Earth.

"There is indirect evidence that there's volcanic activity on Venus. Some infrared signals look like examples of hot lava, but we can't see details, just a hotspot," said Wilson. "But any gases dissolved in liquid lava on Venus would have a hard time getting out, so it's not likely to be violent explosions. To get that classic fire fountain eruption, the gas needs the ability to produce bubbles that expand in the lava to tear it apart into little droplets."

Photography | **Frederik Ruys, Shutterstock, European Union Copernicus Satellite**



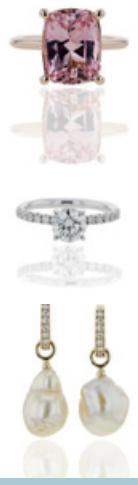
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Bespoke by Kate is a purveyor of luxury jewellery and a leader in jewellery design in South Africa. The company is lead by New York trained gemologist, Kate Shearer who has enjoyed recent success with the launch of their anticipated 'Lioness' jewellery collection.

The Lioness Collection is set in 9ct and 14ct gold, using carefully curated round brilliant diamonds and South Sea Baroque pearls. Pretty tourmaline dress rings glitter radiantly while mother of pearl flower charms demand attention. Pinky rings are fast becoming the favourite new accessory, and the Lioness pinky rings are clustered with round brilliant diamonds in a 9ct or 14ct rose gold or yellow gold setting.

Kate attended the prestigious Gemological Institute of America in New York before she joined Cartier on Fifth Avenue in New York for several years, before returning to Cape Town to launch Bespoke by Kate. Kate specializes in sourcing fine gemstones and GIA diamonds, jewellery design, CAD renderings and custom made jewellery, such as engagement rings, wedding bands, classic diamond jewellery and signet rings. She works in 9, 18ct yellow, rose, white gold and platinum.



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WHY WE DO, WHAT WE DO AND HOW WE DO IT!

OUR GOAL – To preserve our African Wildcat species from hybridization throughout the Great Kruger region and minimise the number of unsterilized feral cats within the local towns and villages surrounding the Greater Kruger Region.

THE ISSUE – The main threat to the African wild cat is cross-breeding with domestic cats and because of this, pure African wild cats are scarce. Feral domestic cats also compete with wild cats for prey and habitat and can also transmit infectious diseases to them such as FIV (Feline Immunodeficiency Virus) and FeLV (Feline Leukemia Virus).

THE SOLUTION – By using humane food-baited traps we catch, sterilize, vaccinate, treat and release feral cats where caught. In doing this, we are reducing the damaging effects the feral cats have on the local African Wildcat populations as well as limiting cruelty towards feral cats within the communities. In addition to the TNR project we maintain 28 feeding stations scattered across the Great Kruger Region. Feral kittens are fostered and adopted out to loving families and the feral colonies are maintained which has greatly reduced the unnecessary roaming of feral cats in the neighbouring reserves and farms.

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Understanding our brand – look for the sunbird icon

Airlink is an independent, privately owned, premium regional airline

Current

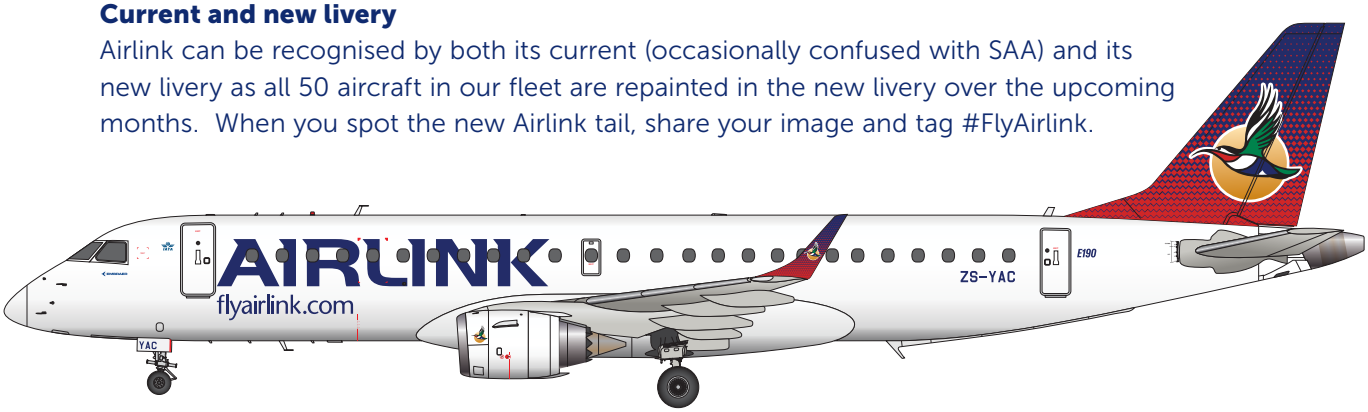


New



Current and new livery

Airlink can be recognised by both its current (occasionally confused with SAA) and its new livery as all 50 aircraft in our fleet are repainted in the new livery over the upcoming months. When you spot the new Airlink tail, share your image and tag #FlyAirlink.



Our fleet 50 aircraft

Embraer E-Jet 190: 98 seats
6 Business class - seat configuration 1 and 2
92 Economy class - seat configuration 2 and 2

Embraer E-Jet 170: 74 seats
6 Business class - seat configuration 1 and 2
68 Economy class - seat configuration 2 and 2

Embraer 135: 37 Seats
Embraer 140: 44 Seats

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To understand the full brand journey **scan here**.

AIRLINK

FLIGHTS – Domestic

FLIGHT	ROUTE	DEPARTURE	ARRIVAL	FREQUENCY	AIRCRAFT	SEATS
Cape Town - Bloemfontein - Cape Town						
4Z600	Cape Town - Bloemfontein	06:00	07:35	1 2 3 4 5 6	Embraer 135	37
4Z604	Cape Town - Bloemfontein	10:35	12:10	1 2 3 4 5 6 7	Embraer 135	37
4Z608	Cape Town - Bloemfontein	16:40	18:15	1 2 3 4 5 7	E-Jet 190	98
4Z601	Bloemfontein - Cape Town	08:10	09:55	1 2 3 4 5 6	Embraer 135	37
4Z605	Bloemfontein - Cape Town	12:40	14:25	1 2 3 4 5 6 7	Embraer 135	37
4Z609	Bloemfontein - Cape Town	18:40	20:25	1 2 3 4 5 7	E-Jet 190	98
Cape Town - George - Cape Town						
4Z621	Cape Town - George	07:15	08:10	1 2 3 4 5	Embraer 140	44
4Z623	Cape Town - George	09:00	09:55	6	Embraer 140	44
4Z627	Cape Town - George	10:55	11:50	7	Embraer 140	44
4Z633	Cape Town - George	12:05	13:05	6	Embraer 135	37
4Z637	Cape Town - George	15:15	16:10	1 2 3 4 5 7	Embraer 135	37
4Z635	Cape Town - George	16:55	17:50	1 2 3 4 5 7	Embraer 135	37
4Z622	George - Cape Town	08:35	09:35	1 2 3 4 5	Embraer 140	44
4Z624	George - Cape Town	10:20	11:20	6	Embraer 140	44
4Z628	George - Cape Town	12:15	13:15	7	Embraer 140	44
4Z634	George - Cape Town	13:30	14:30	6	Embraer 135	37
4Z638	George - Cape Town	16:35	17:35	1 2 3 4 5 7	Embraer 135	37
4Z636	George - Cape Town	18:15	19:15	1 2 3 4 5 7	Embraer 135	37
Cape Town - Gqeberha (Port Elizabeth) - Cape Town						
4Z671	Cape Town - Gqeberha	06:35	07:45	1 2 3 4 5 6 7	Embraer 135	37
4Z675	Cape Town - Gqeberha	17:15	18:25	1 2 3 4 5 7	E-Jet 190	98
4Z672	Gqeberha - Cape Town	08:15	09:40	1 2 3 4 5 6 7	Embraer 135	37
4Z676	Gqeberha - Cape Town	18:55	20:20	1 2 3 4 5 7	E-Jet 190	98
Cape Town - Hoedspruit - Cape Town						
4Z657	Cape Town - Hoedspruit	10:50	13:20	1 2 3 4 5 6 7	E-Jet 190	98
4Z658	Hoedspruit - Cape Town	13:50	16:35	1 2 3 4 5 6 7	E-Jet 190	98
Cape Town - Kimberley - Cape Town						
4Z611	Cape Town - Kimberley	06:30	08:00	1 2 3 4 5	Embraer 135	37
4Z613	Cape Town - Kimberley	08:00	09:30	6	Embraer 135	37
4Z617	Cape Town - Kimberley	15:25	16:55	1 2 3 4 5 7	Embraer 135	37
4Z612	Kimberley - Cape Town	08:25	10:00	1 2 3 4 5	Embraer 135	37
4Z614	Kimberley - Cape Town	09:55	11:30	6	Embraer 135	37
4Z618	Kimberley - Cape Town	17:20	18:55	1 2 3 4 5 7	Embraer 135	37
Cape Town - Mbombela (Nelspruit) - Cape Town						
4Z663	Cape Town - Mbombela	10:20	12:45	1 2 3 4 5 6 7	E-Jet 190	98
4Z664	Mbombela - Cape Town	13:15	16:00	1 2 3 4 5 6 7	E-Jet 190	98
Cape Town - Skukuza - Cape Town						
4Z651	Cape Town - Skukuza	10:35	13:05	1 2 3 4 5 6 7	Embraer 135	37
4Z652	Skukuza - Cape Town	11:40	14:25	1 2 3 4 5 6 7	Embraer 135	37
Cape Town - Upington - Cape Town						
4Z645	Cape Town - Upington	06:45	08:05	1 2 3 4 5	Embraer 135	37
4Z646	Upington - Cape Town	08:30	09:50	1 2 3 4 5	Embraer 135	37
Durban - Gqeberha (Port Elizabeth) - Durban						
4Z520	Durban - Gqeberha	06:15	07:50	1 2 3 4 5	Embraer 135	37
4Z521	Gqeberha - Durban	08:15	09:40	1 2 3 4 5	Embraer 135	37
4Z528	Durban - Gqeberha	16:10	17:45	1 2 3 4 5 7	Embraer 135	37
4Z529	Gqeberha - Durban	18:25	19:50	1 2 3 4 5 7	Embraer 135	37
Durban - Mbombela (Nelspruit) - Durban						
4Z505	Durban - Mbombela	10:30	11:40	1 3 5	Embraer 135	37
4Z506	Mbombela - Durban	14:00	15:10	1 3 5	Embraer 135	37
Johannesburg - Bloemfontein - Johannesburg						
4Z701	Johannesburg - Bloemfontein	06:20	07:20	1 2 3 4 5	E-Jet 170	74
4Z707	Johannesburg - Bloemfontein	08:30	09:30	7	Embraer 135	37
4Z703	Johannesburg - Bloemfontein	09:25	10:25	1 2 3 4 5 6	Embraer 140	44
4Z709	Johannesburg - Bloemfontein	14:00	15:00	6	Embraer 140	44
4Z705	Johannesburg - Bloemfontein	17:00	18:05	1 2 3 4 5 7	E-Jet 170	74
4Z702	Bloemfontein - Johannesburg	07:50	08:50	1 2 3 4 5	E-Jet 170	74
4Z708	Bloemfontein - Johannesburg	10:00	11:00	7	Embraer 135	37
4Z704	Bloemfontein - Johannesburg	11:05	12:20	1 2 3 4 5 6	Embraer 140	44
4Z710	Bloemfontein - Johannesburg	15:25	16:25	6	Embraer 140	44
4Z706	Bloemfontein - Johannesburg	18:35	19:35	1 2 3 4 5 7	E-Jet 170	74
Johannesburg - Cape Town - Johannesburg						
4Z893	Johannesburg - Cape Town	06:20	08:30	1 2 3 4 5	E-Jet 190	98
4Z905	Johannesburg - Cape Town	10:25	12:35	1 2 3 4 5 6	E-Jet 190	98
4Z903	Johannesburg - Cape Town	12:10	14:20	1 2 3 4 5 6 7	E-Jet 190	98
4Z901	Johannesburg - Cape Town	14:55	17:05	1 2 3 4 5 6 7	E-Jet 190	98
4Z909	Johannesburg - Cape Town	18:10	20:20	1 2 3 4 5 7	E-Jet 190	98
4Z923	Johannesburg - Cape Town	18:35	20:45	5 7	E-Jet 190	98
4Z892	Cape Town - Johannesburg	06:50	08:55	1 2 3 4 5	E-Jet 190	98
4Z902	Cape Town - Johannesburg	09:15	11:20	1 2 3 4 5 6 7	E-Jet 190	98
4Z896	Cape Town - Johannesburg	14:00	16:05	1 2 3 4 5 6	E-Jet 190	98
4Z920	Cape Town - Johannesburg	15:15	17:20	1 2 3 4 5 6 7	E-Jet 190	98
4Z898	Cape Town - Johannesburg	17:55	20:00	1 2 3 4 5 7	E-Jet 190	98
4Z910	Cape Town - Johannesburg	18:35	20:40	5 7	E-Jet 190	98
Johannesburg - Durban - Johannesburg						
4Z551	Johannesburg - Durban	05:50	07:00	1 2 3 4 5 6	E-Jet 190	98
4Z553	Johannesburg - Durban	09:30	10:40	1 2 3 4 5 6 7	Embraer 135	37
4Z569	Johannesburg - Durban	17:20	18:30	1 2 3 4 5 7	E-Jet 190	98
4Z552	Durban - Johannesburg	07:30	08:45	1 2 3 4 5 6	E-Jet 190	98
4Z554	Durban - Johannesburg	12:05	13:15	1 2 3 4 5 6 7	Embraer 135	37
4Z570	Durban - Johannesburg	19:00	20:15	1 2 3 4 5 7	E-Jet 190	98

Complimentary 20kg Checked in Bag and 7kg Hand Baggage
Day 1 = Monday, Day 7 = Sunday

Flight Schedule Guide subject to change – latest updates available at https://www.flyairlink.com/flightschedule.

FLIGHTS – Domestic

FLIGHT	ROUTE	DEPARTURE	ARRIVAL	FREQUENCY	AIRCRAFT	SEATS
Johannesburg - East London - Johannesburg						
4Z913	Johannesburg - East London	06:20	07:50	1 2 3 4 5 6	Embraer 135	37
4Z915	Johannesburg - East London	10:30	12:00	1 2 3 4 5 6 7	Embraer 140	44
4Z917	Johannesburg - East London	16:10	17:40	1 2 3 4 5 7	Embraer 140	44
4Z914	East London - Johannesburg	08:20	09:55	1 2 3 4 5 6	Embraer 135	37
4Z916	East London - Johannesburg	12:35	14:10	1 2 3 4 5 6 7	Embraer 140	44
4Z918	East London - Johannesburg	18:10	19:45	1 2 3 4 5 7	Embraer 140	44
Johannesburg - George - Johannesburg						
4Z691	Johannesburg - George	06:15	08:15	1 2 3 4 5	E-Jet 170	74
4Z693	Johannesburg - George	11:15	13:15	1 2 3 4 5 6 7	E-Jet 170	74
4Z697	Johannesburg - George	16:15	18:15	1 2 3 4 5 7	E-Jet 170	74
4Z692	George - Johannesburg	08:45	10:30	1 2 3 4 5	E-Jet 170	74
4Z694	George - Johannesburg	13:45	15:30	1 2 3 4 5 6 7	E-Jet 170	74
4Z698	George - Johannesburg	18:45	20:30	1 2 3 4 5 7	E-Jet 170	74
Johannesburg - Gqeberha (Port Elizabeth) - Johannesburg						
4Z793	Johannesburg - Gqeberha	06:00	07:45	1 2 3 4 5 6	E-Jet 190	98
4Z797	Johannesburg - Gqeberha	10:15	11:50	1 2 3 4 5 6 7	E-Jet 190	98
4Z795	Johannesburg - Gqeberha	17:15	19:00	1 2 3 4 5 7	E-Jet 190	98
4Z799	Johannesburg - Gqeberha	18:15	20:00	1 2 3 4 5 7	E-Jet 190	98
4Z792	Gqeberha - Johannesburg	06:30	08:20	1 2 3 4 5 6	E-Jet 190	98
4Z794	Gqeberha - Johannesburg	08:15	10:00	1 2 3 4 5 6	E-Jet 190	98
4Z798	Gqeberha - Johannesburg	12:30	14:15	1 2 3 4 5 6 7	E-Jet 190	98
4Z796	Gqeberha - Johannesburg	19:30	21:20	1 2 3 4 5 7	E-Jet 190	98
Johannesburg - Hoedspruit- Johannesburg						
4Z871	Johannesburg - Hoedspruit	10:30	11:25	1 2 3 4 5 6 7	E-Jet 190	98
4Z873	Johannesburg - Hoedspruit	12:50	13:45	1 2 3 4 5 6 7	Embraer 140	44
4Z872	Hoedspruit - Johannesburg	12:00	13:05	1 2 3 4 5 6 7	E-Jet 190	98
4Z874	Hoedspruit - Johannesburg	14:20	15:25	1 2 3 4 5 6 7	Embraer 140	44
Johannesburg - Kimberley - Johannesburg						
4Z721	Johannesburg - Kimberley	07:00	08:05	1 2 3 4 5 6	Embraer 140	44
4Z723	Johannesburg - Kimberley	09:10	10:15	1 2 3 4 5 6 7	Embraer 135	37
4Z727	Johannesburg - Kimberley	16:15	17:20	1 2 3 4 5 7	Embraer 140	44
4Z722	Kimberley - Johannesburg	08:30	09:35	1 2 3 4 5 6	Embraer 140	44
4Z724	Kimberley - Johannesburg	10:45	11:50	1 2 3 4 5 6 7	Embraer 135	37
4Z728	Kimberley - Johannesburg	17:45	18:50	1 2 3 4 5 7	Embraer 140	44
Johannesburg - Mbombela (Nelspruit) - Johannesburg						
4Z823	Johannesburg - Mbombela	07:00	07:55	1 2 3 4 5	Embraer 140	44
4Z827	Johannesburg - Mbombela	09:20	10:15	1 3 5 7	Embraer 135	37
4Z829	Johannesburg - Mbombela	10:15	11:10	1 2 3 4 5 6 7	Embraer 135	37
4Z841	Johannesburg - Mbombela	11:05	12:00	1 2 3 4 5 6 7	Embraer 135	37
4Z845	Johannesburg - Mbombela	15:55	16:50	1 2 3 4 5 6 7	Embraer 135	37
4Z847	Johannesburg - Mbombela	17:15	18:10	1 2 3 4 5	Embraer 135	37
4Z837	Johannesburg - Mbombela	18:05	19:00	1 2 3 4 5 7	Embraer 135	37
4Z838	Mbombela - Johannesburg	06:55	07:50	1 2 3 4 5	Embraer 135	37
4Z824	Mbombela - Johannesburg	08:20	09:15	1 2 3 4 5	Embraer 140	44
4Z836	Mbombela - Johannesburg	08:30	09:25	6	Embraer 135	37
4Z842	Mbombela - Johannesburg	12:25	13:20	1 2 3 4 5 6 7	Embraer 135	37
4Z822	Mbombela - Johannesburg	16:15	17:10	1 2 3 4 5 6 7	Embraer 135	37
4Z846	Mbombela - Johannesburg	17:15	18:10	1 2 3 4 5 6 7	Embraer 135	37
4Z848	Mbombela - Johannesburg	18:30	19:25	1 2 3 4 5	Embraer 135	37
Johannesburg - Mthatha- Johannesburg						
4Z751	Johannesburg - Mthatha	06:15	07:35	1 2 3 4 5 6	Embraer 135	37
4Z757	Johannesburg - Mthatha	12:15	13:35	1 2 3 4 5 6 7	Embraer 135	37
4Z759	Johannesburg - Mthatha	15:10	16:30	4 5	Embraer 135	37
4Z755	Johannesburg - Mthatha	16:00	17:20	1 2 3 4 5 7	Embraer 135	37
4Z752	Mthatha - Johannesburg	08:00	09:20	1 2 3 4 5 6	Embraer 135	37
4Z758	Mthatha - Johannesburg	14:00	15:20	1 2 3 4 5 6 7	Embraer 135	37
4Z760	Mthatha - Johannesburg	17:00	18:20	4 5	Embraer 135	37
4Z756	Mthatha - Johannesburg	17:45	19:05	1 2 3 4 5 7	Embraer 135	37
Johannesburg - Pietermaritzburg- Johannesburg						
4Z733	Johannesburg - Pietermaritzburg	06:50	07:55	1 2 3 4 5	Embraer 135	37
4Z735	Johannesburg - Pietermaritzburg	12:35	13:40	1 2 3 4 5 6 7	Embraer 135	37
4Z743	Johannesburg - Pietermaritzburg	16:35	17:40	1 2 3 4 5 7	Embraer 135	37
4Z739	Johannesburg - Pietermaritzburg	18:30	19:30	1 2 3 4 5 7	Embraer 135	37
4Z730	Pietermaritzburg - Johannesburg	06:45	07:45	1 2 3 4 5	Embraer 135	37
4Z732	Pietermaritzburg - Johannesburg	08:30	09:30	6	Embraer 135	37
4Z734	Pietermaritzburg - Johannesburg	08:30	09:35	1 2 3 4 5	Embraer 135	37
4Z736	Pietermaritzburg - Johannesburg	14:05	15:10	1 2 3 4 5 6 7	Embraer 135	37
4Z744	Pietermaritzburg - Johannesburg	18:10	19:15	1 2 3 4 5 7	Embraer 135	37
Johannesburg - Polokwane - Johannesburg						
4Z801	Johannesburg - Polokwane	06:35	07:30	1 2 3 4 5	Embraer 140	44
4Z813	Johannesburg - Polokwane	12:50	13:45	6	Embraer 135	37
4Z815	Johannesburg - Polokwane	16:35	17:30	1 2 3 4 5 7	Embraer 135	37
4Z802	Polokwane - Johannesburg	07:55	08:50	1 2 3 4 5	Embraer 140	44
4Z814	Polokwane - Johannesburg	14:10	15:05	6	Embraer 135	37
4Z816	Polokwane - Johannesburg	18:00	18:55	1 2 3 4 5 7	Embraer 135	37
Johannesburg - Sishen - Johannesburg						
4Z773	Johannesburg - Sishen	05:45	07:00	1 2 3 4 5	Embraer 135	37
4Z771	Johannesburg - Sishen	07:30	07:45	1 2 3 5	Embraer 135	37
4Z779	Johannesburg - Sishen	15:25	16:40	1 3 5	Embraer 135	37
4Z777	Johannesburg - Sishen	16:00	17:15	1 2 3 4 5	Embraer 135	37
4Z774	Sishen - Johannesburg	07:20	08:35	1 2 3 4 5	Embraer 135	37
4Z772	Sishen - Johannesburg	08:15	09:30	1 2 3 5	Embraer 135	37
4Z780	Sishen - Johannesburg	15:25	16:40	1 3 5	Embraer 135	37
4Z778	Sishen - Johannesburg	17:40	18:55	1 2 3 4 5	Embraer 135	37

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FLIGHTS – Domestic

FLIGHT	ROUTE	DEPARTURE	ARRIVAL	FREQUENCY	AIRCRAFT	SEATS
Johannesburg - Skukuza- Johannesburg						
4Z861	Johannesburg - Skukuza	10:05	11:05	1 2 3 4 5 6 7	Embraer 135	37
4Z865	Johannesburg - Skukuza	13:10	14:10	1 2 3 4 5 6 7	Embraer 135	37
4Z866	Skukuza - Johannesburg	14:35	15:40	1 2 3 4 5 6 7	Embraer 135	37
4Z862	Skukuza - Johannesburg	13:35	14:40	1 2 3 4 5 6 7	Embraer 135	37
Johannesburg - Upington- Johannesburg						
4Z761	Johannesburg - Upington	07:10	08:40	1 2 3 4 5	Embraer 135	37
4Z763	Johannesburg - Upington	11:00	12:30	1 2 3 4 5 6 7	Embraer 135	37
4Z769	Johannesburg - Upington	15:45	17:15	1 2 3 4 5 7	Embraer 135	37
4Z762	Upington - Johannesburg	09:05	10:30	1 2 3 4 5	Embraer 135	37
4Z764	Upington - Johannesburg	13:00	14:25	1 2 3 4 5 6 7	Embraer 135	37
4Z770	Upington - Johannesburg	17:40	19:05	1 2 3 4 5 7	Embraer 135	37

FLIGHTS – Regional

FLIGHT	ROUTE	DEPARTURE	ARRIVAL	FREQUENCY	AIRCRAFT	SEATS
Cape Town - Harare - Cape Town						
4Z382	Cape Town - Harare	10:25	13:35	1 2 3 4 5 6 7	E-Jet 190	98
4Z383	Harare - Cape Town	14:30	17:50	1 2 3 4 5 6 7	E-Jet 190	98
Cape Town - Maun - Cape Town						
4Z314	Cape Town - Maun	10:20	12:55	1 2 3 4 5 6 7	Embraer 140	44
4Z315	Maun - Cape Town	13:25	16:05	1 2 3 4 5 6 7	Embraer 140	44
Cape Town - Victoria Falls - Cape Town						
4Z390	Cape Town - Victoria Falls	09:45	12:40	1 2 3 4 5 7	Embraer 135	37
4Z391	Victoria Falls - Cape Town	13:15	16:20	1 2 3 4 5 7	Embraer 135	37
Cape Town - Walvisbay - Cape Town						
4Z348	Cape Town - Walvisbay	14:00	16:15	1 2 3 4 5 6 7	Embraer 140	44
4Z349	Walvisbay - Cape Town	16:50	19:00	1 2 3 4 5 6 7	Embraer 140	44
Cape Town - Windhoek - Cape Town						
4Z320	Cape Town - Windhoek	06:20	08:35	1 2 3 4 5	Embraer 140	44
4Z326	Cape Town - Windhoek	10:40	12:55	1 2 3 4 5 6 7	Embraer 140	44
4Z328	Cape Town - Windhoek	17:10	19:25	4 5 7	Embraer 140	44
4Z329	Windhoek - Cape Town	07:00	09:10	1 5 6	E-Jet 190	98
4Z321	Windhoek - Cape Town	09:25	11:35	1 2 3 4 5	E-Jet 190	98
4Z327	Windhoek - Cape Town	13:40	15:50	1 2 3 4 5 6 7	E-Jet 190	98
Durban - Harare - Durban						
4Z410	Durban - Harare	10:30	12:40	2 4 7	Embraer 135	37
4Z411	Harare - Durban	13:20	15:35	2 4 7	Embraer 135	37
Johannesburg - Beira - Johannesburg						
4Z214	Johannesburg - Beira	11:05	12:45	1 2 4 6 7	Embraer 135	37
4Z215	Beira - Johannesburg	13:10	15:10	1 2 4 6 7	Embraer 135	37
Johannesburg - Bulawayo - Johannesburg						
4Z110	Johannesburg - Bulawayo	10:40	11:55	1 2 3 4 5 6 7	E-Jet 170	74
4Z114	Johannesburg - Bulawayo	14:25	15:40	1 2 3 4 5 7	Embraer 140	44
4Z111	Bulawayo - Johannesburg	12:35	14:05	1 2 3 4 5 6 7	E-Jet 170	74
4Z115	Bulawayo - Johannesburg	16:15	17:45	1 2 3 4 5 7	Embraer 140	44
Johannesburg - Dar es Salaam - Johannesburg						
4Z036	Johannesburg - Dar es Salaam	22:00	02:25	1 3 4 5 7	E-Jet 190	98
4Z037	Dar es Salaam - Johannesburg	03:25	06:10	1 2 4 5 6	E-Jet 190	98
Johannesburg - Entebbe - Johannesburg						
4Z190	Johannesburg - Entebbe	21:15	02:30	1 3 5 7	E-Jet 190	98
4Z191	Entebbe - Johannesburg	03:30	07:00	1 2 4 6	E-Jet 190	98
Johannesburg - Gaborone - Johannesburg						
4Z172	Johannesburg - Gaborone	06:20	07:15	1 2 3 4 5	Embraer 135	37
4Z174	Johannesburg - Gaborone	09:15	10:10	1 2 3 4 5	Embraer 135	37
4Z170	Johannesburg - Gaborone	09:20	10:15	6	Embraer 135	37
4Z176	Johannesburg - Gaborone	11:00	11:55	6 7	Embraer 140	44
4Z180	Johannesburg - Gaborone	15:25	16:20	1 2 3 4 5 6 7	Embraer 135	37
4Z178	Johannesburg - Gaborone	16:45	17:40	1 2 3 4 5 7	E-Jet 190	98
4Z173	Gaborone - Johannesburg	07:45	08:40	1 2 3 4 5	Embraer 135	37
4Z175	Gaborone - Johannesburg	10:35	11:30	1 2 3 4 5	Embraer 135	37
4Z171	Gaborone - Johannesburg	10:40	11:35	6	Embraer 135	37
4Z177	Gaborone - Johannesburg	12:40	13:35	6 7	Embraer 140	44
4Z181	Gaborone - Johannesburg	16:50	17:45	1 2 3 4 5 6 7	Embraer 135	37
4Z179	Gaborone - Johannesburg	18:10	19:05	1 2 3 4 5 7	E-Jet 190	98
Johannesburg - Harare - Johannesburg						
4Z100	Johannesburg - Harare	06:25	08:05	1 2 3 4 5 6	Embraer 140	44
4Z104	Johannesburg - Harare	10:55	12:35	1 2 3 4 5 6 7	E-Jet 190	98
4Z102	Johannesburg - Harare	16:00	17:40	1 2 3 4 5 7	E-Jet 170	74
4Z101	Harare - Johannesburg	08:45	10:40	1 2 3 4 5 6	Embraer 140	44
4Z105	Harare - Johannesburg	13:15	15:10	1 2 3 4 5 6 7	E-Jet 190	98
4Z103	Harare - Johannesburg	18:20	20:15	1 2 3 4 5 7	E-Jet 170	74
Johannesburg - Kasane - Johannesburg						
4Z306	Johannesburg - Kasane	11:50	13:35	1 2 3 4 5 6 7	Embraer 140	44
4Z307	Kasane - Johannesburg	14:05	15:45	1 2 3 4 5 6 7	Embraer 140	44
Johannesburg - Livingstone - Johannesburg						
4Z482	Johannesburg - Livingstone	11:00	12:50	1 2 3 4 5 6 7	Embraer 140	44
4Z483	Livingstone - Johannesburg	13:25	15:20	1 2 3 4 5 6 7	Embraer 140	44
Johannesburg - Luanda- Johannesburg						
4Z44	Johannesburg - Luanda	09:40	12:25	2 4 7	E-Jet 190	98
4Z45	Luanda - Johannesburg	13:25	18:00	2 4 7	E-Jet 190	98

Flight Schedule Guide subject to change – latest updates available at https://www.flyairlink.com/flightschedule.

FLIGHTS – Regional

FLIGHT	ROUTE	DEPARTURE	ARRIVAL	FREQUENCY	AIRCRAFT	SEATS
Johannesburg - Lubumbashi - Johannesburg						
4Z021	Johannesburg - Lubumbashi	10:10	12:40	1 2 3 4 5 6 7	E-Jet 170	74
4Z022	Lubumbashi - Johannesburg	13:35	16:25	1 2 3 4 5 6 7	E-Jet 170	74
Johannesburg - Lusaka - Johannesburg						
4Z160	Johannesburg - Lusaka	06:15	08:15	1 2 3 4 5 6	Embraer 135	37
4Z162	Johannesburg - Lusaka	11:30	13:30	1 2 3 4 5 6 7	E-Jet 190	98
4Z164	Johannesburg - Lusaka	16:15	18:15	1 2 3 4 5 7	Embraer 140	44
4Z161	Lusaka - Johannesburg	08:50	11:05	1 2 3 4 5 6	Embraer 135	37
4Z163	Lusaka - Johannesburg	14:15	16:30	1 2 3 4 5 6 7	E-Jet 190	98
4Z165	Lusaka - Johannesburg	18:45	20:55	1 2 3 4 5 7	Embraer 140	44
Johannesburg - Maputo - Johannesburg						
4Z270	Johannesburg - Maputo	06:15	07:10	1 2 3 4 5	Embraer 140	44
4Z272	Johannesburg - Maputo	13:45	14:40	1 2 3 4 5 6 7	E-Jet 190	98
4Z274	Johannesburg - Maputo	17:05	18:05	1 2 3 4 5 7	Embraer 140	44
4Z271	Maputo - Johannesburg	07:40	08:50	1 2 3 4 5	Embraer 140	44
4Z273	Maputo - Johannesburg	15:25	16:35	1 2 3 4 5 6 7	E-Jet 190	98
4Z275	Maputo - Johannesburg	18:40	19:55	1 2 3 4 5 7	Embraer 140	44
Johannesburg - Maseru - Johannesburg						
4Z050	Johannesburg - Maseru	06:40	07:40	1 2 3 4 5	Embraer 135	37
4Z052	Johannesburg - Maseru	09:35	10:35	6 7	Embraer 135	37
4Z062	Johannesburg - Maseru	15:00	16:00	1 2 3 4 5 7	Embraer 135	37
4Z051	Maseru - Johannesburg	08:10	09:15	1 2 3 4 5	Embraer 135	37
4Z053	Maseru - Johannesburg	11:00	12:05	6 7	Embraer 135	37
4Z063	Maseru - Johannesburg	16:25	17:30	1 2 3 4 5 7	Embraer 135	37
Johannesburg - Maun - Johannesburg						
4Z300	Johannesburg - Maun	12:05	13:45	1 2 3 4 5 6 7	E-Jet 190	98
4Z301	Maun - Johannesburg	14:15	15:55	1 2 3 4 5 6 7	E-Jet 190	98
Johannesburg - Nampula - Johannesburg						
4Z230	Johannesburg - Nampula	10:30	13:00	2 4	Embraer 135	37
4Z231	Nampula - Johannesburg	13:35	16:30	2 4	Embraer 135	37
Johannesburg - Ndola - Johannesburg						
4Z150	Johannesburg - Ndola	10:20	12:40	1 2 3 4 5 6 7	Embraer 140	44
4Z151	Ndola - Johannesburg	13:10	15:45	1 2 3 4 5 6 7	Embraer 140	44
Johannesburg - Pemba - Johannesburg						
4Z204	Johannesburg - Pemba	10:30	12:35	1 2 3 4 5	Embraer 135	37
4Z205	Pemba - Johannesburg	14:50	18:10	1 2 3 4 5	Embraer 135	37
Johannesburg - St Helena - Johannesburg						
4Z131	Johannesburg - St Helena	09:00	13:25	6	E-Jet 190	98
4Z132	St Helena - Johannesburg	14:30	21:15	6	E-Jet 190	98
Johannesburg - Sikhuphe - Johannesburg						
4Z080	Johannesburg - Sikhuphe	06:50	07:40	1 2 3 4 5 6	Embraer 135	37
4Z082	Johannesburg - Sikhuphe	09:55	10:45	1 2 3 4 5 6 7	Embraer 135	37
4Z084	Johannesburg - Sikhuphe	13:05	13:55	5 6 7	Embraer 135	37
4Z086	Johannesburg - Sikhuphe	16:20	17:10	1 2 3 4 5 7	Embraer 135	37
4Z081	Sikhuphe - Johannesburg	08:10	09:15	1 2 3 4 5 6	Embraer 135	37
4Z083	Sikhuphe - Johannesburg	11:15	12:20	5 6 7	Embraer 135	37
4Z085	Sikhuphe - Johannesburg	14:20	15:25	1 2 3 4 5 6 7	Embraer 135	37
4Z087	Sikhuphe - Johannesburg	17:35	18:40	1 2 3 4 5 7	Embraer 135	37
Johannesburg - Tete - Johannesburg						
4Z220	Johannesburg - Tete	10:35	12:35	1 3 4 5	Embraer 135	37
4Z221	Tete - Johannesburg	13:20	15:40	1 3 4 5	Embraer 135	37
Johannesburg - Vilanculos - Johannesburg						
4Z260	Johannesburg - Vilanculos	11:35	13:05	1 2 3 4 5 6 7	Embraer 135	37
4Z261	Vilanculos - Johannesburg	13:35	15:20	1 2 3 4 5 6 7	Embraer 135	37
Johannesburg - Walvis bay - Johannesburg						
4Z141	Johannesburg - Walvis bay	10:20	12:45	1 2 3 4 5 6 7	E-Jet 190	98
4Z142	Walvis bay - Johannesburg	13:30	15:40	1 2 3 4 5 6 7	E-Jet 190	98
Johannesburg - Windhoek - Johannesburg						
4Z120	Johannesburg - Windhoek	06:30	08:40	1 2 3 4 5 6	E-Jet 190	98
4Z124	Johannesburg - Windhoek	10:35	12:45	1 2 3 4 5 6 7	E-Jet 190	98
4Z126	Johannesburg - Windhoek	15:15	17:30	1 2 3 4 5 7	E-Jet 190	98
4Z128	Johannesburg - Windhoek	15:15	19:35	1 2 3 4 5 7	E-Jet 190	98
4Z129	Windhoek - Johannesburg	07:10	09:10	1 2 3 4 5 6	E-Jet 190	98
4Z121	Windhoek - Johannesburg	09:15	11:10	1 2 3 4 5 6	E-Jet 190	98
4Z125	Windhoek - Johannesburg	13:20	15:15	1 2 3 4 5 6 7	E-Jet 190	98
4Z127	Windhoek - Johannesburg	18:10	20:10	1 2 3 4 5 7	E-Jet 190	98
Mbombela (Nelspruit) - Livingstone - Mbombela (Nelspruit)						
4Z470	Mbombela - Livingstone	11:40	13:35	1 2 3 4 5 6 7	Embraer 135	37
4Z471	Livingstone - Mbombela	14:05	15:45	1 2 3 4 5 6 7	Embraer 135	37
Mbombela (Nelspruit) - Vilanculos - Johannesburg						
4Z258	Mbombela - Vilanculos	11:50	13:00	1 3 5 7	Embraer 135	37
4Z263	Vilanculos - Johannesburg	13:30	15:15	1 3 5 7	Embraer 135	37

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LODGE LINK NETWORK PROGRAMME

FLIGHT	ROUTE	DEPARTURE	ARRIVAL	FREQUENCY	CONNECTING FLIGHT OPTIONS			
					Flight number	Routing	Departs	Arrives
Arathusa lodge strip (ASS) servicing: Arathusa, Cheetah Plains, Chitwa Chitwa, Djuma Vuyatela, Elephant Plains, Nkoho, Simbambili								
Flights FROM Arathusa TO:								
4Z 946	Arathusa to Nelspruit KMIA	10:40	11:15	1 2 3 4 5 6 7	4Z 470	Nelspruit to Livingstone on Tue, Thur, Sat	11:40	
					4Z 258	Nelspruit to Vilankulos on Mon, Fri	11:50	
					4Z 842	Nelspruit to Johannesburg	12:40	
					4Z 664	Nelspruit to Cape Town	13:15	
Flights TO Arathusa FROM:								
4Z 947	Nelspruit KMIA to Arathusa via LDZ	13:45	14:35	1 2 3 4 5 6 7	4Z 841	Johannesburg to Nelspruit		12:15
					4Z 663	Cape Town to Nelspruit arriving		12:40
Flights FROM Londolozi (LDZ) TO:								
4Z 946	Londolozi to Nelspruit via Arathusa	10:20	11:15	1 2 3 4 5 6 7	4Z 470	Nelspruit to Livingstone on Tue, Thur, Sat	11:40	
					4Z 258	Nelspruit to Vilankulos on Mon, Fri	11:50	
					4Z 842	Nelspruit to Johannesburg	12:40	
					4Z 664	Nelspruit to Cape Town	13:15	
Flights TO Londolozi FROM:								
4Z 947	Nelspruit KMIA to Londolozi	13:45	14:15	1 2 3 4 5 6 7	4Z 841	Johannesburg to Nelspruit		12:15
					4Z 663	Cape Town to Nelspruit arriving		12:40
Flights FROM Skukuza Airport (SZK) TO :								
4Z 946	Skukuza to Nelspruit KMIA via Londolozi and Arathusa	09:55	11:15	1 2 3 4 5 6 7	4Z 470	Nelspruit to Livingstone on Tue, Thur, Sat	11:40	
					4Z 258	Nelspruit to Vilankulos on Mon, Fri	11:50	
					4Z 842	Nelspruit to Johannesburg	12:40	
					4Z 664	Nelspruit to Cape Town	13:15	
Flights FROM Pinda (PZL) TO :								
4Z 960	Phinda to Nelspruit KMIA	10:00	11:15	1 2 3 4 5 6 7	4Z 470	Nelspruit to Livingstone on Tue, Thur, Sat	11:40	
					4Z 258	Nelspruit to Vilankulos on Mon, Fri	11:50	
					4Z 842	Nelspruit to Johannesburg	12:40	
					4Z 664	Nelspruit to Cape Town	13:15	
					4Z 943	Nelspruit to Londolozi	13:45	
					4z 943	Nelspruit to Arathusa via Londolozi	13:45	
Flights TO Phinda FROM :								
4Z 961	Nelspruit to Phinda	13:25	14:40	1 2 3 4 5 6 7	4Z 841	Johannesburg to Nelspruit		12:15
					4Z 663	Cape Town to Nelspruit arriving		12:40
					4Z 942	Arathusa to Nelspruit		10:25
					4Z 942	Londolozi to Nelspruit		10:25

Applicable fare rules apply. 20kg checked baggage, soft bag only. 7kg hand baggage, soft bag only. Free luggage storage facilities available at Skukuza Airport and Nelspruit KMIA. These exclusive services are restricted to applicable lodges and their guests.

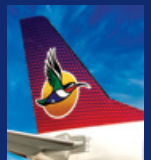
EXCESS BAGGAGE AND SPORTING EQUIPMENT: Refer to www.flyairlink.com Important information & Conditions of Carriage Clause 10 Baggage 10.3

Whilst every effort has been made to ensure accuracy of content of the published timetable, both operational and strategic issues cause timetable changes. Due to the forward lead time required for publication, these often cannot be duly reflected. Should this occur, Airlink and its agents are not responsible for any errors, omissions, losses or detriments arising from the publication.

IATA MEMBER

When planning your next flight, for business or pleasure, this flight schedule will come in handy. Take this FREE copy of *Skyways* with you.


Current


New

Current and new livery

For now, Airlink can be recognised by both its current and its new livery as all their 50 aircraft in the fleet are repainted over the upcoming months. When you spot the new Airlink tail, share your image and tag #FlyAirlink.

AIRLINK

Notes

sudoku

Try the addictive game of sudoku. The aim is to fill each block with a number from 1 to 9. Each number must not appear more than once in each row, column and square.

If you can't finish this puzzle during your flight, please take this free copy of *Skyways* with you. The cabin attendant will make sure that the next passengers get their own magazine, with a clean sudoku for them to puzzle over!

easy

	7			4	6			
1			9				2	5
3	2			8			9	
	5	7	4		2		1	8
	8	1				9	6	
2	6		1		8	7	5	
	9			2			8	6
8	1				9			3
			8	1			4	

medium

		3	4			7		
	8	5	7					1
				5				8
8						6		5
	5						9	
4		6						2
9				3				
5					6	4	2	
		4			2	8		

battleship

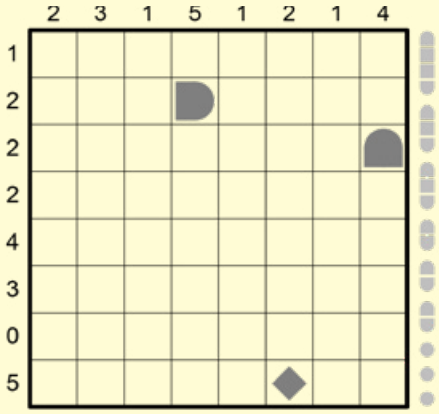
Battleships is a solitaire version of the classic strategy game in which you must locate and sink a hidden fleet.

The numbers indicate the number of squares in each row/column that contain a ship or ship segment. Clues may indicate water, specific ships, or parts of ships.

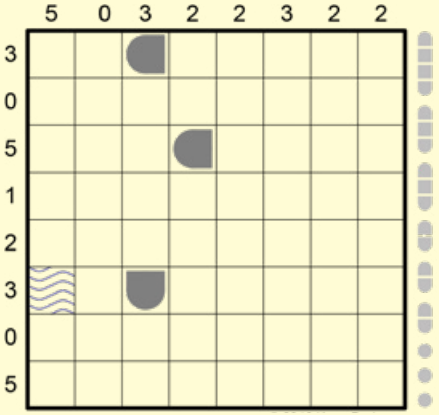
Circles indicate submarines (one-square ships). Semicircles indicate ends of larger ships. Large squares indicate ship middles. Diamonds are unspecified ship pieces. The complete list of ships is shown on the right side of the puzzle. No ship may touch another ship, even diagonally.

Puzzles supplied by Krazydad, www.krazydad.com

Easy



Medium



Solutions on pg 61.



The Marabi Club
You could be in New York, or New Orleans – maybe even Paris. In the basement of a boutique hotel in Johannesburg's historic New Doornfontein, a large, strikingly decorated room (if you need an antique door, you may be able to sneak one out...) houses a stage populated by fantastic musicians. A grand piano, a double bass, a selection of saxes, trumpets and clarinets and a drumkit – all primed to be played by virtuosos, for your entertainment as you eat. Midnight-black cocktails (they like their charcoal powder here) accompany tapas-style shared dishes: everything from oysters to deep fried quail and roasted peaches. And because you can order a relatively large number of dishes, you get a sense of the range of Chef Katlego Mlambo's imagination and talent. Highly recommended.

More information: themarabiclub.com

Roll up, roll up!

Savoury crêpes with a Rooibos bobotie filling

Whether as part of a religious celebration, a family tradition or simply a love for the food, pancakes are a firm favourite. From the French crêpe that is paper-thin and somewhat crispy, to the thicker pancakes prepared with a raising agent in other countries, pancakes are enjoyed in a variety of ways. Twin chefs, foodies and Laager Rooibos ambassadors Lebo and Tebo Ndala from @withlovefromthetwins, have come up with a pancake recipe with a twist.

Method: Pancake batter

1. Mix all the ingredients together in a bowl until batter is thin and smooth.
2. Pour ¼ cup of batter into a buttered pan and swirl around until crêpe is thin.
3. Cook for one to two minutes per side. Repeat until the mixture is finished.

Method: Bobotie filling

4. Heat oil in a saucepan. Sauté onions until translucent.
5. Add curry powder, cumin and turmeric. Fry for one minute.
6. Add the mince and cook until browned.
7. Add the chutney, raisins and tea. Cook for around 10-15 minutes until the sauce thickens.
8. Adjust seasoning. Cool slightly, and fill the crêpes with bobotie mixture.
9. Serve with extra chutney if desired.

Text | **Lebo and Tebo Ndala** Photography | **withlovefromthetwins**

For more information, go to joekels.co.za.

Ingredients

Pancake batter
- 2 eggs
- 1½ cups of milk
- 1 cup all-purpose flour
- 1 tbsp sugar
- 1 tbsp vegetable oil

Bobotie
- 1 onion, finely chopped
- 15mℓ curry powder
- 2mℓ cumin
- 3mℓ turmeric
- 500g beef mince
- 40mℓ chutney
- 40mℓ raisins
- 250mℓ strongly brewed Laager rooibos tea

7

The number of bars of soap you can make with the fat from a human body.



Media

This issue: Fashion, fury and filmmakers



Halston (16LSND)

There are a number of fashion designers recognisable by just a single name – Versace, Gucci. Armani, Chanel, Dior – but for many people, Halston (formerly Roy Halston Frowick) remains largely unknown. Netflix miniseries *Halston* does a superb job of filling in the gaps, and does so with, fittingly, armloads of style.

Ewan McGregor gives the title character the arrogant swagger of a man with (almost) bulletproof self-belief, and Halston's rise from talented milliner to, at one point, the most successful American fashion designer ever is a whirlwind of gorgeous visuals, high-stakes risk-taking, ground-breaking creativity and the sort of over-the-top lifestyle you'd expect from an A-list rock star. With Liza Minelli and Andy Warhol among his close friends, Halston was arguably as prominent a personality.

But even the most successful artist sometimes needs to besmirch his craft with filthy lucre in order to operate at the level he wants to, and some ill-advised commercial deals ultimately see the designer unable to realise his vision, and ultimately unable to even continue trading under his own name – the reason so many contemporary viewers will be unaware of his presence in fashion history.

New York in the seventies, including the rise and fall of Studio 54 and the arrival on the scene of a new virus called AIDS, is a prominent character throughout, and director Frederic Tscheng does an excellent job of immersing the viewer in an enticing, brittle world that no longer exists.



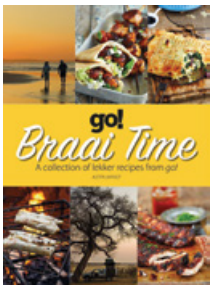
Wild Bill (13PG)

When making a list of all the things one is most expecting in a British police procedural drama, Rob Lowe as a district police chief doesn't seem like a priority. But his fish-out-of-water character in this Britbox series – a data- and stats-obsessed US cop relocated to a backwater English district to, essentially, help save money – works well. Lowe's charm is a factor, but there are also some interesting story threads that suggest the scenario he's walked into is not as low-key and harmless as many of the locals want him to believe. The first season lays a good platform – the concept could go much darker from here, or stay pleasantly middlebrow.



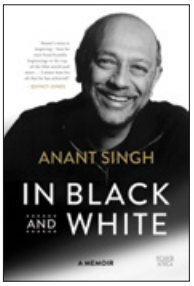
Unhinged (16VL)

Immediately recalling Michael Douglas' *Falling Down* (1993), *Unhinged* (on Showmax) sees a pretty normal guy go to a very scary place when he is pushed beyond his boiling point. Director Derrick Borte is clearly trying to make a statement about road rage and other current manifestations of people being too close to the edge all the time, but beyond the film's message, it's a tense, pacey action movie that wastes none of its running time, with Russell Crow's brooding, broken villain worryingly believable in an era when events like the Capitol riots are non fiction… You may never hoot at anyone in traffic again.



Go! Braai time by Aletta Lintvelt

Forget the tongs and wood chips: this book is all you need to make the perfect braai. It has every aspect covered, from starters to salads and braai breads. Here's an example: imagine tucking into pan-baked brie (with sun-dried tomatoes and olives, served on ciabatta), followed by prego ribs or ribeye with homemade BBQ sauce. Lintvelt has provided recipes for any fire-fuelled feast, from potjie (oxtail tacos with salsa) to camping (sweet potato hash with eggs). The book itself is gorgeous, too, with lick-the-page food photography interspersed with destination pictures so beautiful you'll want to fill up the caravan and leave right now.



In Black And White by Anant Singh

Anant Singh is one of the foremost filmmakers in South Africa, with a prodigious number of large and significant productions. He gave up on a formal engineering path, choosing to live and learn by sheer hard work in his *real* field, entertainment. The business he worked for as a teenager gave him the opportunity of watching countless movies, and served as a base to launch himself as a player in the world of film distribution and production. Clashes with the Special Branch, who began to see him as a subversive, were inevitable. The book is detailed: every twist and at turn, every important personality, and every success is presented.

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9.6km/h
The speed at which jogging technically becomes running, according to definitions used for coaching.

2mm
The amount the Tower of Pisa is sinking every year.



Did you know?

Test your general knowledge with this month's quiz

1. Which Italian inventor is generally considered the father of radio, and shared the 1909 Nobel Prize for his contributions to the development of wireless technology?
2. Which US State has, at different stages in history, been controlled by France, Spain, Mexico, the USA, and the Confederacy, as well as operating independently for nearly 10 years?
3. In 1994, Tom Hanks won his second consecutive Best Actor Oscar for *Forrest Gump*. For which film did he win his 1993 Academy Award?
4. Quenya, Telerin and Sindarin are languages created entirely by which legendary fantasy author?
5. Which ancient city located on the Nile Delta in modern-day Egypt is the largest city on the coast of the Mediterranean Sea?
6. How many presidents of the USA have been assassinated whilst still in office?
7. Which country is home to the expansive Anna Creek Station, a cattle ranch slightly larger than the country of Israel?
8. Which Asian island nation is known as Nihon in its native language?
9. Which Middle-Eastern country is controversially set to host the 2022 FIFA World Cup?
10. Which British star won the Academy Award for Best Actress in February 2019 for her role as Queen Anne in *The Favourite*?
11. Which British band was formed by former members of Joy Division following the tragic suicide of their lead singer Ian Curtis, in 1980?
12. An etymologist is someone who studies words. What is an entomologist a specialist in?
13. Which small Central American state was known officially as British Honduras until it was changed to its current name in 1973 – eight years before it gained independence?
14. The explorers Meriwether Lewis and William Clark were aided in their survey of the Lousiana Purchase by which Native American woman of the Lemhi Shoshone tribe?
15. Which small European country's name is derived from the Venetian for 'black mountain'?
16. What was the stage name of the legendary rock star born Farrokh Bulsara, on the island of Zanzibar in 1946?



Clue to question 16.



18

The number of Lego pieces – per million – that are considered to be defective.

Clue to question 21.



17. Which Roman emperor moved the capital from Rome to the city previously known as Byzantium?
18. Which French striker holds the record for most goals scored in a single FIFA World Cup, from when he scored 13 goals in just six games at the 1958 tournament?
19. Alongside Buddhism, which indigenous religion is one of the most practiced faiths in Japan?
20. Fletcher is a professional surname, derived from individuals who plied their trade making what kind of items?
21. Liza Minnelli is the daughter of Vincente Minnelli and which famous American actress and singer of the mid-20th Century?
22. The Rams, Chargers, Dodgers, Lakers and Clippers are all major sports teams based in which major American city?
23. The capitals of Brazzaville and Kinshasa lie on opposite banks of which major African river?
24. From 1947 until its independence in 1971, which Asian country was known as East Pakistan?
25. In which year of the 20th Century did the UK celebrate 'Decimal Day', as currency shifted from an imperial to decimal system based on pounds and pence?

Text | **Courtesy of www.businessballs.com**

Answers

1. Guglielmo Marconi
2. Texas
3. *Philadelphia*
4. JRR Tolkien
5. Alexandria
6. Four
7. Australia
8. Japan
9. Qatar
10. Olivia Colman
11. New Order
12. Insects
13. Belize
14. Sacagawea
15. Montenegro
16. Freddie Mercury
17. Constantine
18. Just Fontaine
19. Shinto
20. Arrows
21. Judy Garland
22. Los Angeles
23. Congo River
24. Bangladesh
25. 1971

Get the answer

Solutions to sudoku and battleship. Puzzles on page 56.

Sudoku

Easy

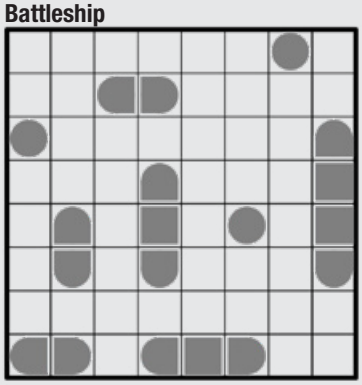
5	7	9	2	4	6	8	3	1
1	4	8	9	7	3	6	2	5
3	2	6	5	8	1	4	9	7
9	5	7	4	6	2	3	1	8
4	8	1	7	3	5	9	6	2
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Medium

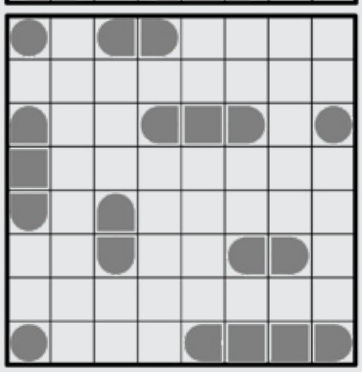
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4	7	6	3	9	5	1	8	2
9	2	8	1	3	4	5	6	7
5	1	7	9	8	6	4	2	3
3	6	4	5	7	2	8	1	9

Battleship

Easy



Medium





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Shower thoughts

Why do some people move part of the bathroom outside – on purpose?

The concept of the outside shower at a holiday resort or lodge: what's that about? The average person's body image doesn't extend to swanning around nude inside their own house, so stepping out of a building – even if it's into a screened-off space – in an area occupied by strangers while entirely in the natural seems like a curious incentive.

"You figure that you once stood in a Post Office queue to renew your licence for four straight hours, so the risk of goosebumps in the open is acceptable collateral damage."

That screen, too… It's usually a stockade of sticks, with their natural curves and kinks allowing plenty of gaps and apertures through which you can peer out at the surrounding bush or beach or whatever landscape surrounds you, but which also allows anything in it to peer right back at you.

Then there's the weather. If it's balmy, then fantastic. The air will feel cool on your skin as you step out of hot water, or warm if you've showered to cool down after an afternoon in the sun. But if it's anything else – anywhere from cool to cold; windy; or there is any level of precipitation – using such a facility when there is a perfectly serviceable equivalent under shelter is either a daft idea or the sort of thing you feel you have to do because you don't have one at home, and you must make the most of such holiday extravagances.

But you head out there anyway. Because it's new, and it's paid for. Sometimes the outside shower is on the other side of the wall from the traditional shower, so it's a case of simply stepping through a door into a private space. Elsewhere, though, there's a boardwalk. With open sides. Down which you walk, clad only in a towel around your waist or one of the sweet-smelling robes from the cupboard in the room. There's a bit of a breeze blowing, but you figure that you once stood in a Post Office queue to renew your licence for four straight hours, so the risk of goosebumps in the open is acceptable collateral damage.

You're still not sure about this. It still feels weird. There is still very little chance of you ever visiting Sandy Bay in Cape Town. But you're happy that it's gloomy enough that if anyone does happen to look in your direction from another unit or the main lodge building, they'll just see a smudge in the darkness, which you can claim was a visiting civet cat that only you saw.

And then – and then – there's a noise from the riverbed that runs past your position, mere metres away on the other side of an electric fence. You freeze, and then slowly smile as an elephant ambles past, not caring a whit whether you're clothed or not. And as he passes out of view, you breathe in, smile and look up, just in time to see a shooting star.

And your wish, before you can process it properly, is that you had an outside shower at home.

Text | **Bruce Dennill** Photography | **THP Creative**

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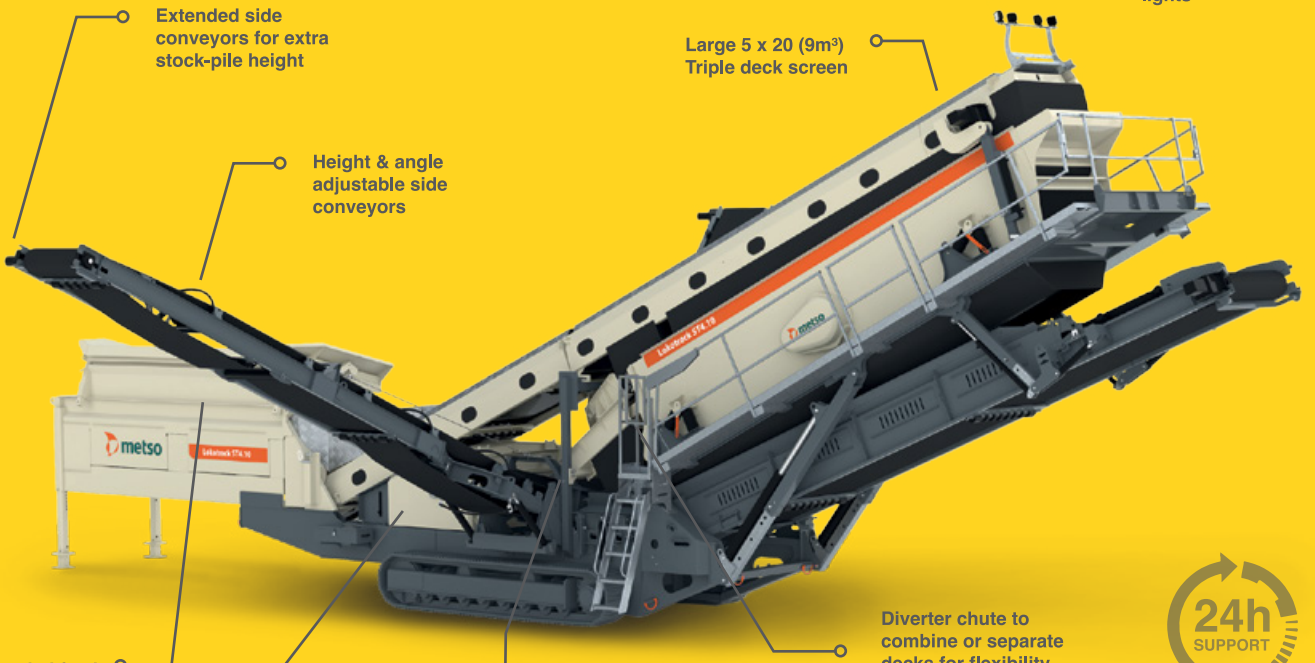
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