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Regional Events / Streeksgebeure

BotSoc Talk, Nivenia Hall, HPG

Saturday 16th August. **Life on Earth** -- The First and the Latest. Presented by Peter Joubert, a Medical Doctor, retired for 20 years at Betty's Bay. Peter is enthusiastic about Conservation, History and all branches of Science. He says that he also tries to write.

At all talks a voluntary collection will be taken and the attendance register will be circulated.

Other

Gansbaai

Junie/Julie - Fees van die Ganse;
Winter Fynbos Show

Hermanus

August - Kalfie Fees;
Food and Wine Fair and
Wedding Expo

Hangklip-Kleinmond - Kleinmond

August - Gravity Adventure Festival – river, mountain, bike etc. sporting event

Hangklip-Kleinmond - Pringle Bay

September - Windgat Festival – enviro (eco & family)



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Deadline for submissions:
20th of each month

<http://www.bettysbay.info/>

Please send us your comments, suggestions, events and news.

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Contact: Adrian de Kock 028 272 9998

Obtaining the BUZZ

The following options are available:

1. Get a copy at the Village Centre Café or Penguin Place, normally first week of each month.
2. Download a PDF version from our web page. Go to link 'The Buzz' at <http://www.bettysbay.info>
3. We also leave a number of copies at the Betty's Bay Library.

Advertising and Crassula Hall payments

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Contact: Liz Fick 028 272 9800

Disclaimer: The views expressed by the Buzz contributors are the authors' own and do not necessarily represent the views of the Editor of the Buzz.

Notice: The Buzz is a private newsletter, administered, financed and published by the BBRA so as to communicate important issues with its members. The committee reserves the right not to publish letters or articles it may receive.

SAPS Emergency Contact Numbers

Charge Office **028 271 8219**

028 271 8200

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Additional Cell Nos. **079 894 1624**

079 894 1622

082 443 6069

082 522 1831

Betty's Bay Fire

The Official Statement

From the Joint Operations Centre regarding the Betty's Bay Fire:

On 16 July 2014 at approximately 19:30 the first report of a fire on the slopes of the mountain in Betty's Bay was received by the Overstrand Municipal Fire Brigade Services where by the necessary fire vehicles responded. A Joint Operations Centre was established at Betty's Bay Fire Station.

During the course of the evening, Overberg District Municipality, CapeNature, City of Cape Town as well as Cape Winelands District Municipality provided assistance with resources. A total of 24 vehicles and 85 fire fighters were on the scene. Voluntary evacuation of the holiday homes took place and the Overstrand Local Municipality provided temporary accommodation at the local Crassula Hall in Betty's Bay. No services (water, electricity, telephone, sewerage) were disrupted during the fire.

Two houses were totally destroyed with few homes partially damaged. Approximately 450 hectares of mountain fynbos and private land were destroyed.

Challenges include the fact that most of the affected houses are holiday homes therefore are unoccupied, so the Municipality cannot confirm whether all services are intact. Another concern is the heavy rain which might cause mud slides or significant flooding in the affected area. The Fire Services are in process of conducting an assessment of slightly damaged holiday houses in order to inform those home owners.

The fire was extinguished by 8:30 this morning.

The cause of the fire is unknown at this stage and is pending an investigation.

Wendy Tawse

From The IC Team

The IC Team would also like to thank the following individuals /organisations for providing various services during the incident:

- Betty's Bay Rate Payers Association - providing food and drinks for the fire fighters and availing the Crassula Hall for evacuees;
- Spar - sandwiches;
- Betty's Bay Service Station - providing of fuel for the vehicles;
- Centre Shop (Dougie & his helpers) - sandwiches;
- Penguin Place;
- Various residents, some didn't give me their names, but you know who you are - soup, sandwiches, coffee and cool drinks;
- Provincial & Local Traffic Services - regulating the traffic;
- Kleinmond SAPS - WO Mostert and his colleagues - assisted with evacuation of residents;

- Metro Ambulance and Metro Rescue Services - in case of any emergency;
- Disa Kloof Youth Centre - housing the evacuees.
- And last but not least - all the fire fighters, I can't list all the names but you know who you are - thank you for your commitment and dedication to put out this fire!

And to my IC Team - you know who you are, thank you so much, it was great working with you again!

Wendy Tawse

From the Betty's Bay Ratepayers Association

Words cannot express our sincere thanks and appreciation to all the Fire Fighters, Volunteer Fire Fighters, SAPS, Law Enforcement and Traffic who came from far and wide to fight the raging fire in Betty's Bay, as well as Security Companies and the Community who lent a helping hand to assist with the evacuation of residents under threat. It is an absolute miracle that there were only two houses which were destroyed. Well done to all.

Dan Fick

From the Councillor's Desk

Battling the Elements

By the time you read this, every Betty's Bay resident and/or ratepayer will undoubtedly have taken detailed cognisance of the massive fire that ripped through a part of Betty's Bay on Wednesday night 16 July and did not subside until the following morning. Fortunately there was no casualty or loss of life; however two houses were destroyed and many other structures damaged. For many it was a night of tension and even terror.

Although vast expanses of blackened land and the lingering smell of heavy smoke still bear stark evidence to the eventful night, the relatively low incidence of damage to property is a massive relief, considering that no fewer than 24 fire vehicles and 85 fire fighters – of whom a number of local volunteers – had to battle the blaze against the overwhelming strength of a gale force north westerly wind that was raging at around 70 km per hour.

The very first and uppermost response that comes to mind is a resounding THANK YOU that we as residents owe to the brave and efficient fire fighters who came to our rescue and prevented a massive disaster. A special word of thanks goes to the volunteers in our area who do not hesitate to fall in beside their paid colleagues and give it their all. (It may have been one of the maiden operations of Pringle Bay's newly commissioned and endearingly handsome vehicle that goes by the name of Rocky!)

We take note and salute each and every one of you!

ANSWERING THE CALL OF DUTY

It was reassuring and impressive to take note of the 'JOC' (Joint Operation Centre) that was rapidly established at Betty's Bay's own fire-fighting centre that is based behind the municipal building in the village on Clarence Drive. At the same time as the available vehicles and trained staff were deployed after receiving the first emergency calls, the planning and strategizing kicked in at the centre with Jaco Stemmet, Wendy Tawse and others at

the helm. A police representative and an ambulance were also based at the centre. They were soon joined by Overstrand's director of Protection Services Neville Michaels, Fire Chief Lester Smith, and other senior staff including Marlu Rust, Angelo Aplon and Brian Lobb from as far afield as Gansbaai. Overberg's fire chief Reinhard Geldenhuys reported to the centre during the course of the evening to deal with official media statements and inquiries.

After the fire broke out no time was wasted in calling for assistance from surrounding areas and without hesitation the 'home' team's ranks were strengthened by vehicles and staff from the City of Cape Town, Winelands Municipality, and Overberg District Municipality. These teams were on the scene until the next morning, when the last flames were finally extinguished.

A call for residents to evacuate their properties was a precautionary measure which, however inconvenient, should be appreciated as a gesture to ensure that people were not caught unawares by smoke and flames. With the wind as strong and erratic as it was, it was almost impossible to tell what the outcome would be.

The deployment and positioning of vehicles and staff were focused on protecting lives and properties in the first place. The force of the wind and the intensity of the fire created a real threat that was extremely challenging to combat.

By the time mayor Nicolette Botha-Guthrie visited Betty's Bay around 10 am on the 17th of July to drive through the affected area and assess the extent of the fire's effect, fire chief Lester Smith and his staff were still on duty...! And for 48 hours after the blaze was extinguished, vehicles and staff remained on stand-by in the area before finally reporting that all was well.

ESSENTIAL PRECAUTIONS!!

A very important observation that was made by senior fire brigade officials, is that residents in the Hangklip area should take drastic measures to address the problem of fynbos being allowed to grow in the immediate proximity of houses, thereby creating an unnecessary and potentially disastrous fire hazard.

Houses that are nestled among shrubs and fynbos are extremely difficult to protect!

We therefore call on all home owners and residents urgently to ensure that the area surrounding their houses is kept clear and free of fynbos, which is highly combustible.

IN CONCLUSION:

Herewith a further warm word of acknowledgment and thanks to all who volunteered to help in other ways – like delivering food and drinks to the fire fighters and JOC staff, offering temporary accommodation and making community facilities available, transporting mothers and children to a place of safety; and also to Centre Shop for opening up without hesitation so that stacks of sandwiches could be made by a group of willing women.

Each and every effort was much appreciated and made a huge difference!

Lisel Krige

Van Wentzel Coetzer

Ek sou graag elkeen wat die afgelope week, op welke wyse ookal, bygedra het om my

huis en die res van Bettysbaai teen die vernietigende vlamme te beskerm, 'n hartlike handdruk wou gee.

Ek weet nie wie hulle almal is nie, nog minder ken ek hul kontak-besonderhede. Daarom rig ek hierdie skrywe aan jou in die hoop dat jy ook my opregte dank en waardering sal oordra aan almal wat gehelp het om ons Kusdorp (vir ons baie besonders) te red. Ek dink aan die brandweer-mense, die polisie, die verkeersbeamptes, die buurtwag, vrywilligers, die persone wat die operasie gekoördineer het en vele ander. Ek dink hulle het, gegewe die uiters moeilike omstandighede, hul uitstekend van hul taak gekwy. Baie, baie dankie!

Ek heg hierby aan, my persoonlike belewenis van die gebeure soos wat ek dit op skrif aan my familie gestel het. As jy tyd het, kan jy dit lees.

BETTYSBAAI BRAND.

Vandag was die gelugsgodin weer aan ons kant. Baie, baie, dankbaar daarvoor.

Sommige belewenisse, vrese, ervarings en emosies kan 'n mens moeilik in woorde beskryf. Soos bv. wanneer 'n leeu langs jou tent onder 'n kameeldoringboom brul. Iemand wat dit nog nie beleef het, weet nie waarvan jy praat nie. Die afgelope 24 uur was dit weer een van daardie gevalle.

Woensdagaand 8:00 nm bel een van ons Bettysbaai buurvrouens. Dit brand rondom ons huise. Die polisie en brandweer het hulle beveel om onmiddelik te ontruim. Arme Hans, 84 jaar oud, reeds in die bed, is nie eers tyd gegun om iets aan sy voete te trek nie. Ons bel iemand van die buurtwag wat in radioverbinding met die polisie en brandweer is. Ons hoor die brandweer-mense oor die radio sê dat die groot probleem op die hoek van Lake-side en Drivers-road lê – ons adres. Hulle weet nie of ons huisie nog staan nie. Die man sê hy dink ons moet maar kom, al sal ons waarskynlik nie toegelaat word om tot daar te ry nie, want die paaie is toegemaak.

Waterkanne, komberse, pieknieksak, noodkos, flitse, ens word vinnig in die bakkie gelaai. Alles by die huis in die Paarl word net so afgeskakel (ook die stoff met ons aandete), togetrek en gesluit. My doppie bly net so staan op die kombuistafel. Daar gaan ons. Ons bel die kinders om hulle op slegte nuus voor te berei. Ek het die reputasie dat niemand my op die draaitjies-pad tussen Gordons en Bettys kan klop nie, maar daar kom toe wragtag 'n Merc-sport by my verby wat ek nie weer kan inhaal met die Isuzu nie! Ons het die Paarl in goeie weer en windstille verlaat. So was dit ook tot ons 3 km van Bettysbaai, deur die uitgraving kom. Toe skielik, tref ons 'n stormwind van 80 tot 100 km per uur. En daarmee saam 'n gloed, vlamme, rook en as, soos wat ek my in my kindertyd 'n vuurspuwende berg voorgestel het.

Blou-ligte, flikkerende rooiligte, serenes. “Meneer, die pad is gesluit. Daar is 'n brand.” sê die poliesman. (Asof daar dalk iemand is wat dit nie kan sien nie!) “Ja ek weet, dis my huis wat brand. Ek moet gaan kyk”, sê ek.

“Jammer om te hoor. Sterkte. Onthou meneer ry op eie risiko”

Ek wurm die bakkie deur die brandweerwaens en polisie-karre. Dit brand aan drie kante. Maar in plaas van die afgebrande murasie wat ons verwag het, staan ons huisie nog stewig in die rook en gloed. 'n Traan van dankbaarheid kom in die oog. Francois (ons seun) is reeds daar. Hy het die gaskanne ontkoppel, petrol en paraffien uit die tuinhuisie

gehaal, sproeiers oopgedraai, en die vullis-dromme vol water gemaak. Ons haal die gordyne af, trek die meubels weg van die vensters en laai dit wat ons as onvervangbaar beskou, in die bakkies. Elzette sit een stoel van oupa Theron se handgemaakte swarthout-eetkamerstel in die bakkie - "Vir 'n *keepsake*, as die ergste gebeur." Die oë brand en die sakdoeke voor die neus hou nie eintlik die rook uit die longe nie. Een oog op die vuur, die ander een op die brandweer. Die bakkies staan en luiet met oop deure, neuse na 'n ontsnaproete.

Nou monitor ons ook die brand en kyk waar ons bystand kan verleen. Die probleem is dat dit op verskeie plekke brand en die brand in die stormwind weer opvlam waar dit reeds geblus was. Oënskynlik chaos met 27 groot brandweerwaens, (volgens berigte van Kaapstad tot Caledon) kleiner bakkies, watertenks, polisie-voertuie, eienaars wat ontruim en ander wat op balkonne staan en gebedjies opsê. Om 3:00 vm staan die vlamme nog steeds vier verdiepings hoog en spring van vyftig tot honderd meter ver deur die lug waar die volgende fynbos vlam vat. Ook 'n dubbelverdieping grasdakhuis waarvan daar in 'n paar minute net mure oorbly. As die reën wat hul voorspel het, maar tog net wil kom!

Die wind draai en jaag die vlamme weg van ons af. Nou kom ons eers tot die besef dat ons 'vierde kant' reeds vroeër, voordat ons daar was, afgebrand het en dat ons nou relatief veilig is. Francois besluit hy kan ons twee ou mense nou alleen los en ry huis toe. Hy laat weet dat daar nog vyf brandweerwaens oppad is en dat dit al reën in die Kaap. Maar geen druppel op Bettysbaai. Vieruur ry ek vir oulaas 'n draai om te besluit of ek 'n slapie met albei oë toe kan vat. Verskrikte muise sit in die pad en kyk jou vraend aan.

Ons vly ons moeë, rook-stinklywe op die bed neer, trek net skoene uit vir ingeval. Van slaap nie veel sprake. Die andersins stil Lake-side straatjie bly bedrywig. Kort-kort spring 'n nuwe gloed op. Om sesuur weer een noord van ons en ek besef dat net water en baie genade van Bo Bettysbaai vandag kan red. Om sewe-uur gebeur dit toe. Die wind gee skiet en dit reën katte en honde (ou meide met knopkeries in die ou taal). Binne tien minute is dit die einde van die inferno en die strate, wat steeds vol poele van die vorige reën gestaan het, verander in riviere. Ons huisie staan ongedeed in 'n dam water, waaroor ons nie nou sal kla nie.

Agtuur, in daglig, ry ons weer 'n draai deur die dorp om ons van die skade te vergewis. Twee huise in ons straat (Lake-side Drive) het afgebrand, maar baie het skade – stuk-kende ruite waardeur gordyne waai, gesmelte geute, afgebrande houthuisies, dekke, en-sovoorts.

Terwyl ons weer die gordyne ophang, meubels indra en regs kuif en die roet uit die huis probeer kry, besef ek dat ek, wat so lief is om ure lank in die vlamme van 'n vuurtjie te staar, dit in die toekoms met gemengde gevoelens sal doen. Ek dink selfs twee keer voordat ek my pyp aansteek!

Van Mervin Burger (Jnr)

Dagsê Rondevlei Buurtwaglede.

Dit was 'n nag gevul met chaos en rondhardloop, mens het later nie geweet waar om te vat en waar om te los nie en ek dink daar was 'n paar van ons eie Buurtwaglede wat erg bekommerd moes gewees het maar genadiglik redelik lig daarvan afgekome het. Dankie

aan almal wat op een of ander wyse bystand verleen het, ek dink Joey se e-pos vat dit goed saam.

Groete.

Mervin

Van Joey Botes

Dankie Muda!!!

Dit is waarvoor ons daar is. Bly ons kon help. Dit het kophou geverg om na ons eie belange sowel as ons nabye bure sin om te sien maar te danke aan die hulp van BO is ons daardeur en het die meeste mense nie te sleg daarvan afgekom nie. Ons simpatie aan die mense wat wel skade gehad het!!

Ek wil ook sommer van hierdie geleentheid gebruik maak om al die Rondevlei buurwagdele onderleiding van Mervin Burger (Jnr) te bedank vir die wyse waarop hulle ons almal deurentyd deur middel van die tweerigting radios op hoogte gehou het van waar die vuur op sy ergste was sodat ons die inwoners in ons onmiddelike omgewing op hoogte kon hou.

Dit is weereens bewys dat die radios 'n baie goeie belegging was!!!

Ons leuse is 'SAAMSTAAN'. Ek glo ons het almal ons 67 minute ter ere van Mandela gedoen.

Mervin ek sal bly wees as jy hierdie e.pos namens my aan al ons lede kan aanstuur. Dankie!

LET WEL:

Dankie ook aan Dougie van Centre Shop wat omstreeks 03h00 sy winkel kom oopsluit het en vir my gese het ek moet kom koffie maak vir al die inwoners en gaste wat in die parkeerarea en by die vulstasie in die koue gesit en wonder het of hulle eiendomme nog OK was.

Dougie het ook gereel op versoek van Wendy Tawse (Ons groot ster in Betty'sbaai) dat ons toebroodjies vir die brandweermanne moet maak, wat ons met graagte gedoen het!!!
Dougie weereens die donateur!!

Alle eer aan ons eie Vrywillige Brandweerspan onder leiding van Wendy. Julle is ware helde!

Aan die brandweerspanne van oral – Dankie aan julle – Julle was PUIK!!!

Saamstaan Groete

Joey Botes

Van Muda, Marietjie en Heibé

Hallo Joey, Danie en ander buurtwagsterre

Noudat mens tot verhaal begin kom (ek wou sê, noudat die wind gaan lê het!), wil ek darem net vir julle sê: baie dankie vir alles wat julle eergisternag vir ons buurt gedoen het. Julle het heelnaag na ons belange omgesien en ek wil hê dat julle weet hierdie drie ou tantes waardeer dit opreg.

Ek hoor van mense in ander dele wat eers gisteroggend besef het hulle het 'n sms gekry om te ontruim en het salig onbewus van die gevaar heerlijk warm lê slaap. Niemand anders het gedink om aan hulle deure te hamer nie. Ander het wel wakker geword van die sms, maar toe was daar nie meer tyd om te dink nie.

Julle het seker gemaak dat almal weet - en deurentyd weet - wat aangaan. Met mense soos julle kan mens deur vuur en vloed loop en heel anderkant uitkom.

Muda, Marietjie en Heibé

Van Francois en Anna Olivier

Wonderlike goeie more aan al ons buurtwaglede

Ja ek dink daar kan nog baie stories vertel word. Mense wat nie betrokke was in ons groot brand van November 1997 sal nou besef hoe nodig dit is dat ons mekaar bystaan.

Terwyl ons ontruim het met net die klere aan ons lyf en ons laptops en ons vierbeen kinders was daar nog barmhartige samaritane

Wat gehelp het. Ons dogter Carina het vir buurvrou oorkant die straat en die drie poodles in haar kar gelaai en saamgevat Pringelbaai toe. Ons wil ook ons dank betuig aan Johan Koekemoer wat van Kleinmond af gekom het om ons huis te kom oppas en in die proses gesien het hoe Anita van Paljas se stoorkamer begin brand. Danksy sy vinnige optrede is groter skade daar voorkom. Dankie ook aan Andre wat gesien het hoe Peter en Penny Davidson se buurman amper sy motorhuis verloor toe dit begin brand en met Francois, Peter en Penny se hulp dit kon blus.

Andre en Lucia De Beer van Pringelbaai moet ook n groot dankie kry aangesien hulle ons vroumense met honde en al oomagverblyf gegee het.

En dan ons dapper brandweer manne wat sopnat en honger deur die nag die vuur baklei het. Ons seun Edward het 3h15 gebel en gevra of sy Pa nie vir hom 'n toebroodjie kan organiseer nie.

Hoe voel ons buurtwaglede, sal ons nie weer 'n braai hou om dankie te se dat ons ongeskonde daar uitgekom het en stories uit te ruil nie.

Groete

Francois en Anna

Note: Feedback on the debriefing session held in the Crassula Hall will be published on the web (www.bettysbay.info). –Ed.

The Wind Bloweth ...

Today is Sunday, the fourth morning after the night before; the main conversation topic: the fire which swept through a portion of Betty's Bay last Wednesday night, the flames of which, driven by the gale-force wind, could be seen from Sunny Seas on the opposite side of the village. Very few people slept through it, in fact very few slept at all that night. We were aware that some folk had had to evacuate their homes, but who, how many, and their destination was unknown to us. Many were the prayers offered up on our friends' behalf until the rain eventually fell to douse the flames.

The homes were all found to be safe upon the owners' return, and except for a few gardens having burned out, their dwellings hadn't suffered. A fair portion of Buzz readers will

have had to physically face this fire, and with it the danger and possibility of loss, head-on. Those who were alerted to the probable evacuation have told us of a common dilemma: what to take with us – after the spouse, the kids, and the family pets?

A nightmarish night. A change of wind direction, and a new path was established for the unrelenting flames. The fire-fighters, some of whom travelled long distances to come to Betty's Bay's relief, were as relentless as the fire in their efforts to douse it. To these brave, dedicated people we owe a mountain of gratitude – (having been told that there were more vehicles being used than ever before) – may you be blessed in every way for your valiant and selfless efforts. For we who watched from a distance at the other end of town, being unaware of the plight of friends, in particular, and people in general, and unable to be of assistance, the night was a frustrating and difficult one.

Today is Sunday, and there were many survivors in the Lakeside Chapel and other churches this morning, giving thanks for the answered prayers offered on their behalf last Wednesday. Yes, the burned and charred fynbos and the few homes that were gutted are sad to see, and we commiserate with those who have suffered loss, but let us not forget that He who promised to be with us always is faithful to His word. The rain we asked Him for came, even though we would have liked it sooner. If we have no faith or hope in Him, there is no hope at all.

On our favourite route up the mountain behind our home, we have noticed a great deal of dead fynbos, uprooted and deposited there by the wind, which presents a serious fire risk to our end of town. In the light of the events of the past few days, doesn't it make sense to review our attitude towards the fire breaks (controlled burning) offered and recommended by the appropriate Municipal authority? Their hands are tied by people who refuse to allow them to perform these precautionary measures. Why fear it? These people have many years' experience and know what they're doing – ask the people of Kleinmond.

Tomorrow morning will be a time of sorrow for my cousin in Natal, whose husband passed away in the early hours of the same Wednesday... as her family in Kloof gathers to bid him a final farewell, let us, who have experienced a saving of lives, rejoice in it and live lives that are in keeping with the privilege of doing something to make others' worthwhile. Many people provided a safe haven for those in need this past week – thank you for your loving service and servant attitude.

“By this all men will know that you are my disciples, if you love one another.” ...Jesus. (John 13:34).

Beverley Green

Battling The Elements

The frequent and heavy rains of the past months have really wreaked havoc in our area as far as roads and stormwater drainage are concerned.

While frustrations with the sometimes shocking consequences of severe heavy conditions are understandable, the magnitude of the challenges posed to the municipality also need to be taken note of. One of the factors to be taken into consideration is the fact that untimely flooding in the summer months (November and January) caused serious disruption to the planned maintenance schedule. Large amounts of time and money have had to be

spent on remedying the effects of flood damage, instead of being applied to perform urgently needed repairs and maintenance.

Considering that we have in excess of 90 km of dirt/gravel roads in this part of the Overstrand, this is understandably a mammoth task.

Good news is that there has, according to the director of Community Services, Roderick Williams, been approval on the highest level for a team to be allocated to the operations department of Hangklip/Kleinmond with the sole purpose of addressing urgent road and stormwater repairs and maintenance. This need was identified during the past financial year and the decision was made that a dedicated team would be sourced and assigned to the task.

As the new financial year (2014/2015) has now commenced, this prospect is expected to materialise as soon as possible.

As always, the co-operation of the community will be highly appreciated in this endeavour:

If you are aware of or affected by a serious case of a damaged road or inadequate stormwater drainage, please report the details either to the BBRA's representative for roads and stormwater, or directly to the office of the municipality's senior operations manager in Kleinmond, Mr Denovan van Rhodie.

This will enable the relevant officials to do efficient and appropriate planning.

Although the expectation of good quality service delivery is not an unreasonable one, a measure of patience and understanding, as well as co-operation from ratepayers and residents would certainly be conducive.

Lisel Krige (Ward councillor)

Community Spirit

Penny Palmer, who is well known in Betty's Bay and Kleinmond, has moved from Betty's Bay to a retirement home in Pinelands. The Clareinch home is for members of the nursing profession, the profession in which Penny served rising to the position of senior matron. After retiring to Kleinmond and later to Betty's Bay, Penny became deeply involved in conservation; she was secretary to Kobio, an active hacker (and chainsaw wielder), enthusiastic in the establishment of the penguin colony at Betty's Bay and an author of numerous articles in that field. Her most recent article "Botanising on the Dunes of Betty's Bay" published in the December 2013 issue of Veld & Flora won her the Botanical Society's annual award for the best article by an amateur botanist.

It was with great sadness when earlier this year a group of her friends discovered that Penny was no longer able to live alone. Firstly Chris & Judy New and then Peter & Merrilee Berrisford took Penny into their homes: while Merrilee explored numerous possible permanent homes for her, Peter coped with Penny's financial affairs and Judy attended to the immediate medical concerns. Another group dealt with more mundane matters. Altogether a fine example of a caring community working together for another.

We wish Penny a happy retirement.

Merran Silberbauer

Emergency Contact Numbers

Overstrand Emergency	24 Hours	028 313 8111
Fire Department	Control Room	028 312 2400
	Marlu Rust	082 776 9287
	Wendy Tawse	082 442 8005
	Fires in Reserves	082 783 8585
Police	Emergencies	10111
	Charge Office	028 271 8219
	Capt. Marthinus	082 778 6793
	Sector Policing Officer	082 522 1831
Security Providers	Safe Security	028 272 9110
	Response	082 410 7845
	ASK Security (Office)	028 272 9500
	24 Hour Emergency	082 951 1892
		071 135 9029
	Sandown Bay Security	028 271 5633
		028 271 3306
	028 272 9575	
Ambulances	Provincial	10177
	ER24	084 124
Doctors	Dr Du Plessis	028 271 4227
	Dr Van Niekerk	028 271 4227
	Dr Morkel	028 271 4227
	After Hours	082 653 6355
	Dr Greeff	028 272 9999
	After Hours	082 659 9437
	Dr Moses	028 271 3152
	After Hours	078 417 5628
Dentists	Dr Duvenhage	028 271 3467
	After Hours	082 861 0616
	Dr Engelbrecht	028 271 3662
	Dr Visser	028 271 5321

Hospitals	Hermanus Provincial	028 312 1166
	Hermanus Medi-Clinic	028 313 0168
	Vergelegen Medi-Clinic	021 850 9000
Child Welfare	Kleinmond	028 271 4044
Veterinarian	Dr Dave	028 271 4183
	After Hours	083 440 5191
KAWS	Animal Welfare	028 271 5004
Pharmacies	Albertyn Pharmacy	028 271 4666
	After Hours	082 927 5240
	After Hours	082 868 4267
	Kleinmond Pharmacy	028 271 3320
	After Hours	082 652 4309
Optometrists	Obermeyer	028 271 3119
	Optical Eyes	028 271 5684
Municipality	Betty's Bay	028 272 9263
	Kleinmond	028 271 8400
	Fire & Water	028 313 8111
	Law Enforcement	028 313 8111
		028 271 8466
	Traffic	028 313 8111
	Sewerage Removal	028 271 8435
	Hermanus	028 313 8000
Seawatch	Betty's Bay	028 272 9532
	Mike Tannett	082 994 9300
NSRI	Gordons Bay	021 856 1992
	Hermanus	028 312 3180
Electricity (Eskom)	Electricity	021 859 5304
	Emergencies	08600 37 566
General	Councillor Lisel Krige	028 272 9533
	Betty's Bay Post Office	028 272 9363
	Centre Shop	028 272 9230
	Penguin Place	028 272 9257
	Tourism Bureau	028 271 5657
	Fynbos Service Centre	082 719 6200
	Fire Extinguisher Service	083 741 9914

One small step against light pollution

For a considerable time I have been noticing a certain white glow in the Betty's Bay night sky. At first I thought that someone had installed an unshielded outside light while on holiday, then went back home and left it on to shine forever.

Heading back to the city one early morning after a night of stargazing, the bright illumination of the Caltex garage and specifically the Caltex sign stood in stark contrast to the rest of Betty's Bay, which still lay blanketed in natural darkness. All I could think about for a day or two was the fuel station, which at night seemed so alien. One Caltex sign would not be able to obliterate the whole Milky Way but a few more highly illuminated hotspots could do severe damage to our natural night sky. Even though the chances of getting a response from such a giant company were most probably nil, I wrote an email.

You can imagine my surprise when I opened my inbox a few weeks later.

"Thank you for your email. Please accept our apologies for attending to your query at this late stage. We are currently working our way through a backlog as we have been inundated with queries over the last few weeks. .Could you kindly provide your contact number so that we may contact you?"

Thus started my communication with the Customer Service Centre Chevron South Africa (PTY) LTD. My query was forwarded to the relevant department. I was updated regularly on the progress of the matter. "Please be advised we are still in the process of investigating and finalizing your query"

On 2 July 2014 I recieved a call and was put through to a manager, in charge of a certain cluster of service stations, who had this to say:

1. The erf on which the service station is located had been zoned for the purpose of running a fuel station. They were granted all the legal rights from the municipality
2. The illumination is in accordance with national regulations
3. The signage is in accordance with national regulations
4. No, they do not differentiate between urban, rural or sensitive fynbos areas when it comes to the amount of illumination used.
5. The service station is there to stay (which of course I had not queried because lets face it, I need fuel as well as the Milky Way)

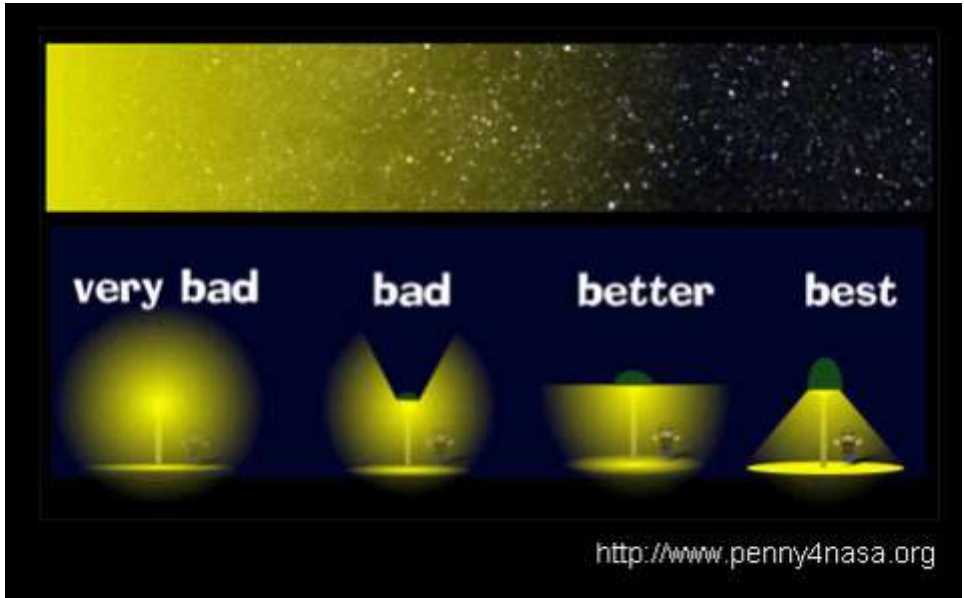
Well, at least someone had taken the time to attend to my query and had actually responded. "Yes I understand. Thank you for taking the time...." I was about to say goodbye....

"But what we will do.....The sign has recently been damaged by the wind. During repairs we will remove the sensor that automatically switches on the light at nightfall. The service station closes at 6pm. The light will be switched off then. Please go and remind the retailer if they forget to switch off the sign. The downlights over the pumps will, unfortunately, have to remain on throughout the night."

Caltex will be switching off its sign! If each of us would switch off, use motion sensors or at least shield outdoor lights, the natural night sky could be preserved for generations to come and not become the legend of Betty's Bay and its Milky Way.

Here are some guidelines to residential lighting <http://www.darksky.org/assets/documents/PG3-residential-lighting>.

Carol Botha



The Annual Miniatures Convention

The 5th Annual Miniatures Convention will be held again in Betty's Bay, from 8 to 12 September 2014. About 40 miniaturists will attend 5 days of workshops, and enjoy the tranquillity of Betty's Bay. Our little seaside town is fast becoming the Miniature Convention Capital of South Africa, with delegates coming from Cape Town, Johannesburg, Durban and many other places. If they never knew of a place called Betty's Bay, they do now!

Delegates will do 8 hours of workshops every day, mainly in 1:12 scale. They do scale models of items, and convert it to 1/12th of the real size. Items covered in the workshops include flowers, furniture, baskets and accessories. By now the workshops are booked, and delegates are looking forward to a week filled with high quality workshops, good food and good company, surrounded by the beauty of Betty's Bay.

Residents are being invited to see the exhibits at Crassula Hall, Crassula Avenue, Betty's Bay, at 19:30 on Thursday 11 September 2014. There will also be sales tables, where only handmade miniatures will be sold. For more information, see the official Convention website, at:

www.miniconvention.weebly.com

Flight 270

A Serial In Thirteen Episodes

Episodes 1 & 2 published in previous Buzz



Dramatis personae:

Chief Pilot:	Captain Mamat Mungsi b 1961
Sweetheart:	Mei Mei Hong
Her Father:	Lee Hong
Imam of Al-Alidayh Mosque on Penang Island:	Shaykh Ibn Sina
Instructor on Bayan Penang International Airport:	Paddy
Penang Minister & Friend	MayangTeuku
Mamat's wife	Aisyah Mussa
Co-Pilot	Jamal Hamad bin Tengku
Military Radar recruit	Abdul Haqq

Episode 3: Flying

He graduated at 18 and now used his hoarded earnings, enrolling in the private pilot training programme at the Tanjung Flying club based at Bayan Airport.

Paddy was a down-on-his-luck Irishman employed as a flying instructor and Mamat was assigned to him. The first day:

“Ok Mamat you can call me paddy, you will learn to fly on this aircraft it is a Piper PA-28 Cherokee it is a very simple aircraft to train on and very forgiving. I see from you application that you have done a lot of preliminary work. Learning to fly will be the most intellectually challenging thing you have ever done. Are you excited?”

“Yes Sir”

"Paddy"

"Sorry Sir, Paddy"

"The first thing you do before getting are the ground-checks, starting with the wings which provide the lift to keep us in the air and you see it is a low wing monoplane. Run your eyes and palm over the leading edges feeling for any dents or damage. At the trailing edges are the Ailerons, they control the 'plane on the longitudinal axis. Turn the wheel right as in a car to make the left or port one angle down. This increases the lift over the port wing and makes it ride up. Understand"

"Yes paddy"

"And if you turn the wheel to left, what happens?"

"The starboard wing goes up"

"Right! But don't forget to check that both ailerons can move freely"

"Now the tail, the vertical stabiliser ---"

"---Keeps the plane flying straight unless you use the rudders to cause a yaw"

"Excellent Mamat! And the elevators?"

"Make you change altitude"

"Very good, but I will show you that it is not quite that simple because you will have to learn to coordinate all the controls. Every control input affects every other control and they all need to be used in harmony. You will learn, but it is not like riding a bicycle, can you ride one?"

"Yes Sir, Paddy"

"One set of learned movements may be completely wrong under different circumstances; you have to fly with your head, not hands and feet. That's what makes the challenge"

The tour continued around the aircraft, checking engine air intakes for obstruction, propeller for damage, tyres and wheels, and cleanliness of windscreen. Only then was Mamat allowed to get into the left-hand seat with paddy next to him on the right. Paddy pointed out and explained the function of all the instruments on the panel in front, the trim wheel, the rudder pedals Flaps, handbrake and the engine controls; Throttle. Propeller pitch and Fuel mixture. Fuel control to 'Both wing tanks'.

Then the start-up; master switch on, Fuel on, check level, Radios on and set to the Tower frequency, throttle ¼ open, mixture, fully rich,

pitch fully fine (Paddy explained that this aircraft did not actually have a variable pitch propeller, but it was good to get into the habit of using the ritual) toe-brakes on, check all clear in front, engage the starter switch. When the engine fires, advance throttle to 800 RPM, allow warm-up until oil pressure normal. Move all flight control to see if all work properly. (It is too late to discover a jammed aileron or rudder when you are in the air!)

Before moving off the club hardstand, check all clear around, release **the brakes, advance the throttle and as the 'plane moves, brake again** – it can be very embarrassing if they do not work after release!

Mamat taxied slowly to the club gate, using differential braking on the toe-brakes to control heading. At the entrance to the airport proper Paddy said:

"This is your first flight – I will operate the radio'

"Bayan tower this is Niner Mike Uniform Charlie Tango on 118.1, request taxi-clearance for training flight in the General flying Area"

"Uniform Charlie Tango you are cleared to hold at runway zero four"

Paddy explained that runways are designated by their compass headings – 04 means 040 degrees.

"Mamat, that is the one parallel to the sea, follow the yellow center-line of the taxiway and stop clear runway, the yellow line at the south end of the runway. Do your pre-take-off checks – Check wind-sock, path, compass and Vital Actions: B (Breaks on). U (Undercarriage up – fixed down on this aircraft). M, Mixture fully rich). P, (Pitch fine). F, (Fuel pump on). F, (Flaps, set 15 Degrees). Throttle friction tight), --- BUMPFFT. Remember this mnemonic; you will need **it for all the aircraft you fly and say it whether or not the 'plane has** propeller pitch control and/or retractable undercarriage. The latter is especially important, because pilots can be divided into two groups; those who have tried to land with wheels up and those who are going to! "

"OK"

"Tower, Uniform Charlie Tango, request take-off clearance"

"Uniform Charlie Tango, Tower. Line up and hold"

"Charlie Tango"

"Charlie Tango, Clear for take-off, wind two zero knots at zero five, five"

"Mamat, that means you will have a crosswind from starboard,

so keep some pressure on the wheel to keep the starboard wing down. Now advance throttle against the breaks and check engine instruments, then release brakes and keep straight with differential use of them. Watch airspeed, when you reach 60 knots, ease back on the stick and crab into the wind with rudder to keep straight”

“Wow, so easy! I’m flying!”

Thus started Mamat’s decades of learning, practicing and joy. Paddy soon realised he had a ‘natural’ in Mamat. He was intelligent, keen to learn, absorbed all the paper work effortlessly and after a mere two months and ten hour’s flying in his logbook, Paddy told him to stop and drop paddy off at the club gate, and go out again for one circuit.

Mamat’s first solo flight.

Never to be forgotten. With racing pulse and exhilaration he flew the one circuit, landed smoothly and paddy heaved a sigh of relief.

Paddy was a wise man as well as an excellent instructor. He took Mamat on an exercise to mimic a forced landing, shutting down the engine unexpectedly. He chose an area without many possible landing spots and when there was a high wind. He watched Mamat vacillating between the poor choices offered, the situation forcing a choice of a **better ‘field’ but with a strong cross-wind**. Mamat struggled through his prior-to-landing checks while crabbing awkwardly, committed to **the unsatisfactory ‘field’**. In the last moments paddy started lighting matches under Mamat’s nose and in front of his eyes, re-lighting another as soon as one was blown out.

“I can’t see”

“Stop!”

“Land the ‘plane”

“I’ll----”

Here Mamat reached under his seat, grabbed the fire-extinguisher and threatened to ‘put Paddy out’

Paddy laughed and said:

“You’ll do, but remember, emergencies all happen together.

They are all multiple and you have to be prepared to handle a complex situation if you want to avoid buying six feet of mother earth. And you may be responsible for the lives of others as well.

The Private Pilot’s License required a full 25 hours dual instruction, and then 15 hours solo in the General Flying Area, plus 5 hours in a cross country navigation exercise. After a total of 45 hours the prospective pilot may sit for his exams and be assessed in the air by a designated instructor, before being granted his PPL.

It was during his circuits and bumps (take-off, go-round, land) that he had his first emergency in flight. The aircraft had just had a scheduled routine overhaul. Mamat was on the cross-wind leg of the circuit when the cockpit filled with acrid grey smoke, smelling of burnt oil. Fire! -- **an Airman's worst fear. He quickly realised that he did not have sufficient time or altitude to complete the circuit, but by turning sharply, could reach the runway. He would have to land down-wind with a 'dead stick'. Killing the engine, he radioed:**

"Tower, Uniform Charlie Tango. Fire in the cockpit! I must land back on 32."

"Do you declare an emergency?"

"Whatever, clear airspace please, I'm am busy now"

"Uniform Charlie Tango, runway clear, fire trucks dispatched, exit immediately on landing"

Mamat floated in on the fortuitously weak wind, landed with a bump and had the wit to use his momentum to turn into a taxiway, clearing the runway. The fire trucks found him next to the 'plane standing on wobbly knees, wiping the sweat from his face. The smoke cleared from the cockpit. There was no fire. The firemen cautiously opened an engine-panel. No fire, but an overfull oil tank dripped oil onto an exhaust-pipe. Mamat blessed Paddy.

Episodes 4 –13 to follow

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EVENTs in 2014

Theme: “Construction of a Zulu hut” presented by Werner Knuffel.

Date: 21 August 2014

Time: 10h30

Venue: Betty’s Bay Library

Theme: “WINE & MUSIC”

Date: 18 September 2014

An evening of entertainment in the Crassula Hall, Betty’s Bay.

Please see details later advertised in Betty’s Bay Library & posters in the community.

Theme: “Hospice; palliative care” with Dee Back & team of medical helpers from Hermanus.

Date: Wednesday 22 October 2014

Time: 10h30

Venue: Betty’s Bay Library

LOCAL HISTORY COLLECTION / PLAASLIKE GESKIEDENIS VERSAMELING

We are working on this Collection, ‘Past & Present of Hangklip area’ to be held at the Betty’s Bay Library. This Collection includes past history of Rooiels, Pringle Bay & Betty’s Bay. A Database has been created for this purpose.

► **We would appreciate any donations of any articles, newspaper clippings, photos, past editions of BUZZ or Pringle Post etc to expand this Collection.**

► Your help & expertise in maintaining this Collection; dates for working on the Collection will be advertised on the notice board at the Library. You are very welcome to join us!

CONTACT: Librarian Rosaline Matthews 028 272 9263.

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