

## CAPE to CAPE

### Blog starts September 1st

Aug 24, 2015

Hi. Stay tuned.

### Just two days to takeoff from Barkarby!

Aug 30, 2015

Last day at work in Venice with 40 min turnaround. Scheduled at 02nov for my next flying time for work. Now I have about 35 flights and possibly 130 flight hours of open-cockpit, low-altitude, leather-helmet-and-goggles-type flying across two continents! Only slightly scary feeling is the attention I have created via social media and other media... But that was intentional and please keep it coming!

It will help me to hold my head high and complete this adventure! T minus 2 days!

### Sydneytt films interview with Johan

Aug 30, 2015

#### [Sydneytt News interviews Johan Wiklund](#)

**26 August 2015** – On Wednesday, Sydneytt television news service traveled to Eslöv Airfield in southern Sweden to talk with Johan Wiklund about Cape to Cape.

In the story, which will air on Sydneytt's newscast early next week, Johan will tell viewers a little bit about his motivation and reasons for embarking on the "grand adventure".

Johan was filmed as he demonstrated how he starts the engine on the Moth biplane, and he answered questions about the general design features, construction and technical details of the aircraft.

A longer, more detailed interview will be posted on the Sydneytt website as well. Stay tuned for more information about when you can see Johan's interviews for Sydneytt!



### Missed Johan's Sydneytt interview? See the story and more online

Aug 31, 2015

As mentioned earlier, Johan was interviewed last week by Swedish news service Sydneytt. The story aired on this evening's local news. See it here:

[Aventyrslysten pilot flyger sin pojkdrom](#) (Adventurous Swedish Pilot Fulfilling a Boyhood Dream)

The Swedish Television website also offers a longer interview with Johan about some of the more technical aspects of his De Havilland Moth aircraft:

[Här är tekniken bakom flygningen](#) ("Under the Hood" on the Moth Biplane)

Tomorrow is the big day...

### Be sure to watch Johan tomorrow morning on SVT

Aug 31, 2015

On 1 September, prior to his historic start from Barkarby Airfield outside Stockholm, Johan will visit Swedish Television's studio to appear on SVT1's breakfast TV show.

The nationwide broadcast will offer Swedes a look at Johan's great adventure – and we hope it will inspire a lot of viewers!

Don't miss it – turn on the TV and be sure to watch at 07.50 CET



### **Off to a great start from Barkarby!**

Sep 1, 2015

The rainy weather looked to be a problem, but early this afternoon Johan took off from Barkarby Airfield outside Stockholm – just like his predecessor Gösta Andrée did in 1929.

The Grand Adventure has begun!

Johan will soon touch down at his home airfield in Eslöv before continuing his on his scheduled journey and concluding today's scheduled travel to Copenhagen Airport.

Tomorrow, after interviews with members of the Danish press, Johan flies onward to Germany. Stay tuned to learn more.

With Day 1 of the adventure almost complete, Cape to Cape can report that about 20 givers have already contributed to our FundedByMe campaign! Great news, and we hope more people will join the adventure to support Johan in his quest!

### **Grand send-off for Copenhagen-Berlin leg**

Sep 2, 2015



Johan, family, friends and the press gathered at the Lauritsen Terminal in Copenhagen today for interviews and to see him leave the Scandinavian portion of his adventure as he continued on to Berlin.

Johan posed for cameras and answered numerous questions from reporters. His employer, SAS Airlines, was on hand with fellow crew members and staff, as well as a surprise visit from a "colleague"...

From Berlin earlier this evening, Johan said:

Another very busy day – left CPH (Copenhagen Kastrup) today at noon after lots of interviews!

SAS towed in a big Airbus A330 next to the Moth to give Cape to Cape some great PR!

3 1/2 hours flying in good weather, but with some headwind.

Found Saarmund Airfield just southwest of Berlin. The club members were apparently having a meeting this evening, and as a result I was treated to a meal and some beer. I then went to find a hotel for the night. Tomorrow it's on to Vienna, with a stop in Prague!



On my way at last, leaving Scandinavia for the rest of Europe and beyond!!! – Johan

PS. By the way everyone – how is Flightradar24 working?

**Despite weather, good progress for Cape to Cape**

Sep 3, 2015



After the very nice start in Copenhagen to the next phase of Cape to Cape, with plenty of well-wishers, family and friends, Johan had to deal with quite a bit of wind yesterday as he flew to Saarmund Airport outside Berlin. Today brought more less-than-perfect flying conditions, but Johan pressed on to arrive at Klagenfurt, Austria. (Photo: Ernst Tobisch/CPH)

We just got the signal that Johan is on the ground at Klagenfurt, close to the border of Italy. This is great news! He's completed three flights today – Berlin-Prague, Prague-Vienna and Vienna-Klagenfurt. The plan is to continue to Cremona tomorrow...Great job Johan!



## Johan touches down on first Italy stop

Sep 4, 2015



Amazing flight today, not high above as I usually do in SAS, but through, and sometimes it felt like between and below, the amazing Alps!

Just as Gösta described it, the Alps are very impressive and almost a bit scary. The valleys are tight sometimes and the hilly sides are very close when sitting in the open cockpit of a tiny wood-and-cloth flying machine.



Have taken many good photos, but realized that the 3.5 hours in the air has taken its toll. I am keeping too high of a pace and soon I will need some extra days to recover. Rain is coming in and tomorrow is described by the Italian pilots at Cremona airfield as not so good.

My dear friend Per Häggemo, also a pilot, was in Nice for work and drove 4 hours in a Smart car to join me here in Cremona. He's staying here one night and his coming here to support me is highly appreciated. What were the chances that Per would be able to travel to Cremona?

Also, Cremona airport staff were very friendly and helpful.

Now south of the Alps. Yet another milestone!!!

Tomorrow I leave the flat Po valley and climb through the hilly terrain towards Rome and Urbe airport. Hope to leave around noon. I plan 2 nights in Rome. Kenya's consulate will get a visit!

#### **Cape to Cape: 37 backers so far!**

Sep 4, 2015



The Cape to Cape team is happy to report that Johan Wiklund's campaign on FundedByMe now has 37 backers. But it's far from finished. Help Johan reach his goals! Support Cape to Cape at [FundedByMe](#)

#### **All roads lead to Rome**

Sep 5, 2015



Johan reports: Cremona is a small and very genuine Italian village. Spent yesterday evening with my friend Per who insisted in supporting not via FundedByMe but via paying for hotel room and dinner in the evening. Thank you Per! Works just as fine as his company came for free but was worth a lot.

Managed to fuel Mogas. That is ordinary motor gasoline but without ethanol as that can absorb water and that can get aeroplanes into trouble...

Almost some tailwind and after Po flatlands some more mountains but I am starting to get used to that now so no problem. I keep the radio turned off as long as I can stay outside controlled airspace. Coverage is bad and none has replied on the radio on route anyway.

Landed at Arezzo airfield and got a fantastic welcome! They did not know I was coming but my aero plane and my nice suit seem to get people going and respect for the "old days" is apparent.

I was taken inside a hangar where the Aeroclub members and their families were eating a big lunch. I became the main attraction and had great food.

I found an ignition wire broken at nr 1 cylinder left side. Good I brought some spares. The club members looked almost a bit impressed when I fixed it in 15 minutes.

A medieval festival this weekend was tempting but I pressed on to Rome. Landed after 17 at Urbe airport Roma in northern area and now to nights rest. I need it. Will work on video and pictures that will be uploaded tonight/tomorrow!







Today I have been flying from Rome to Lecce with a stop at Monte Castello. I'm now very close to Greece, which I'm heading for tomorrow. Airborne around 10 CET from Lecce and will maybe land at Corfu, but my goal is to reach Zakynthos. It is a pretty long flight so I will fill the tanks. Life west on!

Got questions regarding the route, so I will take the opportunity to list the places I plan to land at below.

It is difficult to plan the dates, so I will leave the unknown ones out and will update when I know more.

Sep 7

Zakynthos (Greece)

Sep 9

Chania (Greece)

Sep 15 or Sep 16

Mersa Matruh (Egypt)

Cairo (Egypt)

Aswan (Egypt)

Dongola (Sudan)

Khartoum (Sudan)

Bahir Dar (Ethiopia)

Jimma (Ethiopia)

Loiyangalani (Kenya)

Nanyuki (Kenya)

Nairobi (Kenya)

Shinyanga (Tanzania)

Mbeya (Tanzania)

Kasama (Zambia)

Lusaka (Zambia)

Livingstone (Zambia)

Maun (Botswana)

Gaborone (Botswana)

Pretoria (South Africa) / Johannesburg

Kimberly (South Africa)

Beaufort West (South Africa)

Stellenbosch, Capetown (South Africa)

October 24th 15:10hours (the goal!)

Cape of Good Hope

*Thats all for now, Buona Notte!*



## Onward to Greece!

Sep 8, 2015



It's International Literacy Day today, and of course I am thinking about the schoolchildren in Red Hill outside Cape Town who are involved in the Rotary charity project "Make Reading Cool"! Cape to Cape will donate all surplus from my crowdfunding campaign to Red Hill's Make Reading Cool project.

I will do this upon arrival in Cape Town and will meet the kids as well. One goal of my Cape to Cape project is to inspire others – I have been inspired by reading and flying, and I hope to pass on my love of adventure!

Today was another successful day in the air. Leaving Italy was a bit sad, as it is a great country with so many friendly and helpful people. And the food – I love it!



Greece is difficult because of all the open water to be crossed. Flying a single-engine plane in that situation is always a bit scary. Ditching in the water is the last thing I want to do, but I have to be prepared nevertheless.

On the other hand, I had a great view over the islands and the beaches as I followed the different coastlines on my way southward. The approach into Zakynthos was uneventful, though it can be difficult because of all the charter traffic. Those planes have priority and I expected that my little Moth and I would have to circle outside for a slot. But not today!



Greece is also much warmer than the places I visited previously on the journey and I must keep an eye on the engine so that she does not overheat. Prolonged movement on the ground can cause trouble.



I have some challenges with my next flight, which I hope to make tomorrow: I have not received permission to land at Suda in Chania, Crete...I am hoping for a positive answer. Fueling will also be a challenge because they don't have the right fuel at the airport. Jerrycans and transport in and out of the airport will be tomorrow morning's task. Soon I will have another clip for Youtube – though how soon, I can't tell. Downloading on the hotel network is taking ages!

#### **Scandinavian Traveler interview**

Sep 9, 2015

SAS own magazine has an extensive interview with Johan.



Pilot Johan Wiklund in front of his 1935 De Havilland 60 Moth. Photo: Stefan Sundqvist

### **Johan is flying Cape to Cape in a plane from 1935**

September 1, 2015

[Cape to Cape flying](#)

In 1929, Swedish pilot and adventurer Gösta Andrée flew an open-cockpit biplane from Sweden to South Africa – just to prove it could be done. Today, SAS pilot Johan Wiklund is embarking on a similar adventure to prove it is still possible.

As a boy, Johan Wiklund devoured books about the fictional English war hero Biggles. He dreamed of becoming a pilot and an adventurer. During his 26 years with SAS, Wiklund has been all over the world. But one dream has remained unfulfilled until now: recreating the remarkable feat Gösta Andrée pulled off 86 years ago. Andrée flew a Cirrus Moth biplane from Stockholm's Barkaby Airport to the Cape of Good Hope in South Africa. And back again. Solo.



#### **This is Johan Wiklund**

**Age:** 47 (will turn 48 during the trip)

**Career:** SAS pilot since 1989. Motorcycle enthusiast and dedicated adventurer. Took leave of absence to sail from Sweden to the West Indies with his brother in the early 2000s.

**Family:** Wife Lena, two children and 9 and 11

**Born:** Kiruna, Sweden

**Lives:** Malmö, Sweden

"When I read about Gösta Andrée in 2004," Wiklund says, "I thought the trip would happen when I was retired and had the time and money. But about 18 months ago, a friend was selling his 1935 De Havilland 60 Moth, so I decided to seize the opportunity."

As a child, Wiklund built model planes. When he grew up, he began rebuilding old airplanes. Flying them, he says, is a chance to discover history – and be truly in control.

"I love the sophistication of today's planes," he says. "We fly in all kinds of conditions, and it's exciting to pilot these wonderfully built modern machines. Old planes, on the other hand, are simple: one person can maintain and fly them. You get a feeling for the whole plane: the vibrations, the smell, the view. You become one with the plane."

#### **[Andrée's original route](#)**

In September, Wiklund will become one with his rebuilt DH60 Moth when he sets out to follow Andrée's original route as closely as possible. The first phase of the adventure actually already started in July this year, when Johan took off from North Cape in Norway. He will use the same navigation instruments as Andrée, and he'll even be wearing a copy of his flying outfit.





Cape to Cape is the adventure of a lifetime. Photo: Stefan Sundqvist

It's the adventure of a lifetime, but it's not without its potential problems, particularly because Wiklund has no outside support and limited resources.

"The problems won't happen in the air but on the ground," he says. "It's more and more difficult to get fuel for a plane like this; often, only jet fuel is available."

Wiklund has added two extra fuel tanks to the plane because of this.

"I may end up going to regular gas stations, filling up jerry cans and bringing them back to the airport," he says. "The idea is to do like Andrée: just me, my brown suit and my airplane – I'll deal with problems as they happen."

Flying Cape to Cape isn't Wiklund's only goal: he's also raising money for the "Make Reading Cool" project, which supports schools with limited resources in Red Hill, close to Cape Town.

It took Andrée six weeks and 130 flying hours to complete the trip in 1929. Wiklund hopes to land at the same time on the same day: 15.10 on October 24.

"The kids will be waiting when I land, along with my wife, sister and mother. One student will be chosen to go up in the plane with me. I'm just really happy to support such a great project while also having this fantastic adventure."

You can follow Wiklund's progress through daily updates and a live feed on his website [capetocape.net](http://capetocape.net) and on [scandinaviantraveler.com/cape-to-cape](http://scandinaviantraveler.com/cape-to-cape).

*Text: Judi Lembke*

**We met Johan in Barkaby just before takeoff, watch it in the video below:**

## Last stop before Africa...

Sep 9, 2015



What a day!

Not all that complicated, but as of this morning I did not have a permit to land at Souda Airport at Chania, Crete. I was so fortunate to have the help of the Chania Aeroclub, and thanks to Mr Kosmas Kimionis, a permit magically popped up at about 10 a.m.!

The trip started in light rain and low clouds, and due to lack of fuel availability at Zakynthos I had to continue with the fuel I took on board at Fondone Airfield in Italy. Once airborne, I was a bit worried as my ground speed was fairly low. There was a slight (and unexpected) headwind that I had not accounted for in the fuel calculations....But the rain disappeared and my ground speed was not too bad after all.

The remainder of the flight was fairly uneventful – mostly just blue water to watch. The air traffic controllers in Greece were great, giving crisp directions and info. There's a lot of military traffic in Greece compared to Sweden.

I felt very happy when I saw Crete in the distance, and despite a 360 at 10 miles final, the approach to Chania was without delay. Landing on these big runways in a Moth makes you feel really small and the taxi instructions were what they were – clear – but without a map I eased off the runway and tried to recall the routine for all the times I had been here in a SAS uniform and in the cockpit of an Airbus.



I found the Chania Aeroclub easily – couldn't miss it really, as there was quite a gathering with TV reporters and other journalists. What a reception: flowers and the most fantastic greeting from the aeroclub and other followers and press. A wonderful finale to the European phase of Cape to Cape!





The red-carpet treatment included a reservation at a fantastic family hotel. It's fairly low key with very pleasant service and smiles, and all the other guests seem very much at home here. Everybody seems to know each other!



Tomorrow I will taxi the Moth over to the military side of the airport and get under cover for some maintenance that I will do myself. The oil I shipped down earlier has already arrived and is at the airplane. I will keep you updated about the service, that is, if I am allowed to photograph in a military installation.





The next leg is planned for 15 September: Egypt and the magnificent African continent. Now it begins...

Thanks to everyone for supporting this project, and a special thank you to those helping me at the different airfields and hotels. I am also very grateful to those of you who have found our FundedByMe campaign and who have contributed to our crowdfunding.

If you haven't done so yet, click on the ["Support Us"](#) link and find out about crowdfunding. We'd love it if you would help Cape to Cape, but even if you don't want to contribute to our cause you might find another interesting project on those pages. Maybe you have your own project that needs funding too. Get inspired and make the dream come true!

**Moth's-eye view of Greece and Italy**

Sep 9, 2015



In the past couple of days, Johan posted a couple of really nice clips on YouTube, taken from the cockpit of the Moth. Take a look and get inspired to embark on your own adventure!

[Greece Island to Island](#)

[Italian formation over the Adriatic Sea](#)

## Greek warmth!

Sep 12, 2015



Starting to knock on wood as this project is going so well! I am slightly superstitious. As an old sailor I do not wisle onboard and black cats from left are bad news!

Thursday I met the Hellenic Air Force. What a strong and numerous airforce!

Just here on Crete I got very impressed by the numbers and continuous operations. That makes Chania a very busy airport where also the civilian flights are heavy and plentiful.

I got to taxi across the main runway and over to the military side. Without brakes it forces me to be very careful and ready to jump out and brake with my legs!

Inside one of their hangars I got all the help I could ask for and I got a fantastic welcome!

They actually confirmed to me why I like travelling with these old airplanes.

They do open doors not actually possible to open and they make people smile.

I get "inside" in a way that is impossible theoretically!

A bit like being naked in a Sauna. We connect and we are all the same via the feeling and enthusiasm for these old birds and they history.

In a world with some convicts and some fear for each other we should try to find the things that connect instead of concentrating on the things that divide us...

My wife came yesterday, and she is going to be here a few days to help out so now I'm taking a little bit of a pause.

I will try to rest and recharge for the big task of finding Africa. Can't miss it if I fly south but the challenge is about understanding how I should tackle Africa.

Thank you all once again for all your help, your smiles and thumbs up!

Ps Aeroplane got a big check Thursday with oil change and checking valve clearances and so on. Some of you might have seen it on Facebook already. Engine run confirmed she is good to go south! Ds



## Recharging batteries

Sep 12, 2015



Saturday and no Moth flying for 3 days. Starting to relax and my sore left shoulder is perhaps getting back in shape.

I probably get a bit tense from all holding on to the stick with left hand, so I have started to alter hands. Otherwise the 47 year old body, back and butt seem to hold on.

So far 52 hours flying from the North Cape. Another 20 hours ferry flying from southern Sweden and home base makes it over 70 hours flying.

I have 40 hours to Nairobi. That is the next horizon. It feels that Egypt, Sudan and Ethiopia will be very difficult both with administration, permits but also difficult flying in hot and high conditions affecting performance on the aeroplane.

I have a lot of wing area but the respirating engine will lose power as temperature gets higher and altitude increases. The density altitude will get less.

So far the flying has been very ok. I have been flying in some appalling weather conditions in the northern part of Scandinavia. It is demanding when flying low just below the clouds in rain and poor visibility.

Plenty of fuel and a good moving map on the iPad in the lap makes those situations still ok. These days a 3G upload of the weather radar picture is with gold and gives me a picture where to steer the nose.

Poor weather is ok as long as the weather is improving up front!

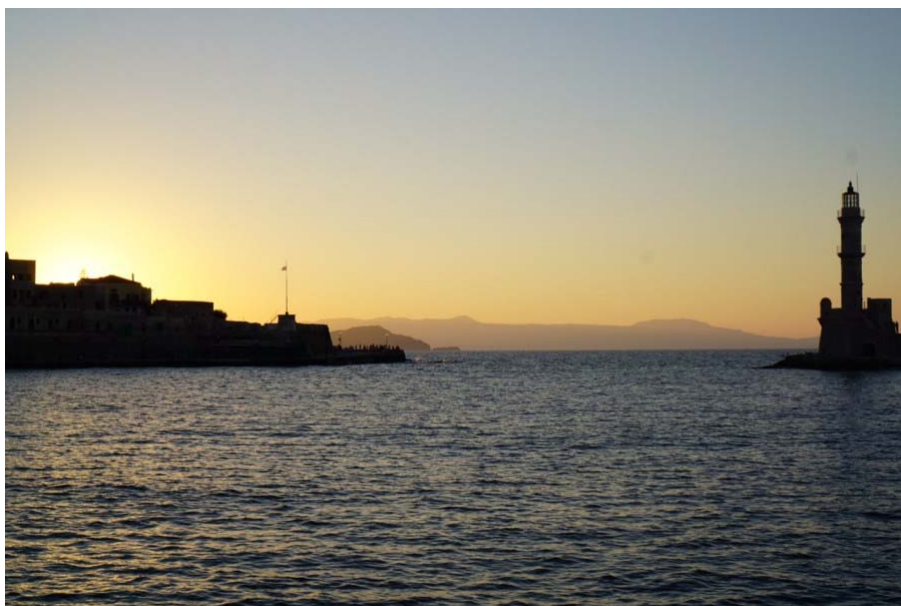
So far the expenses have been ok and fairly low. Still an uplift of fuel has at one place been 180 litres at 2,5 Euro per litre. That is close to 500 Euro, and will cover 7 hours flying. That gives you an idea of the costs.

At Zantorini the handling was mandatory. Not that I need handling but the cost goes to 90 Euro for one night parking. Not too bad but it adds up on the costs.

Now I can tell you that Egypt also has mandatory handling from the big companies like Egypt Air. \$1000 is about what one landing and takeoff can cost. I have some good help now in people partly voluntarily and they negotiate discounts and I am hoping for around \$3-400 per landing. That would still make only Egypt close to \$1000 for only handling. Fuel and hotels are extra... Puhhh! But do not misunderstand me! I am really looking forward to tackle all this. This is all part of the rarity and the planning. Soon the really exciting part begins!

### **Planning for a new horizon**

Sep 13, 2015





An extremely quiet day here on Crete... if it wouldn't have been for the fact that Africa and obviously Egypt has been in the focus regarding some planning.

So far the execution and landing of this trip has been done by myself but the rest of the trip is complicated countries when it comes to flying and airspaces and airports.

In many of these countries handling is mandatory and I will for at least the first countries get some help with handling authorities and ground staff at the different airports.

It seems good so far and Tuesday is gonna be a big day when it comes to flying.

I start really early from Souda, Crete and head direct to Mersa Matruh in Egypt. Might be almost 4 hour flying over water depending on the wind.

There I plan a 2 hour turn around with changing from survival suit to linen suit, some refuelling and arrange with custom and visa.

From there some desert towards Cairo and October 6th airfield. That is another 3 hour flying again depending on wind and ATC particulars. It is a very long day but I have done it before going for the North Cape. A cold beer is sitting waiting at the end!

Tomorrows work is picking up the aeroplane from the military side at Souda and do a test flight and then refuel and again pack the old lady for the African part. Among other things I will pack about 20 liter of oil that is needed for the next 40 flight hours to Nairobi.

### **Permit to land in Egypt granted!**

Sep 14, 2015



I have been waiting here in Crete for a permit to enter Egyptian airspace and to land in Mersa Matruh tomorrow. It just arrived, literally in the eleventh hour.

Tomorrow I leave at 0700CET/0500Z. It will be a 4-hour flight to Mersa with a 2-hour stop for refueling of the aeroplane (and me). Then I continue towards Cairo, which will be close to another 3 hours of flying.

It will be a long day indeed, and I continued preparations today by picking up the airplane at the military side and taking a 10-minute test flight after maintenance.

Refueling took some time because the fuel had to be bought outside the airport at a local petrol station and brought inside the airport perimeters. A nearby construction site spreading very fine dust everywhere didn't make the procedure any easier...



Nevertheless, the Moth is now ready. Tomorrow I just have to put on the survival suit (delivered to Crete by my friend – thanks Mogens) and leave Europe behind – on to Africa!



## Africa reached!

Sep 17, 2015



Reached the big continent of Africa!

The sweet days of Crete were at end. We where 3 persons arriving to the airport of Chania Tuesday morning September 15th, to head for different destinations.

Me and the Moth heading south, my wife going home to the kids and our new friend Joseph going to Boston to see his girlfriend.

I was left alone with my aero plane and I slipped into the survival suit and got airborne 0813 Greek time I believe. Flightplan was very lengthy due to rules in the Egyptian airspace. You have to fly airways as the big airplanes and very high altitudes. I managed a minor shortcut with Greek air traffic controllers.

Not too far south of the island I lost radar contact and then also radio contact as expected.

I was alone over the sea in radio silence but accompanied with thoughts about those aviators douing this 85 years ago. Brave men and women. These days I am pretty safe with the suit and dingy and most important the PLB. A beacon transmitting on 406MHz. The satellite fq giving a position with 30s in case I press the button. Getting out of the aero plane after tipping over inverted in a ditching situation is still an interesting task...

The hours was left behind and things went much better than I expected. Had to get around some weather and quite close to the shore I got in contact with Egyptian ATC and got a shortcut direct Mersa Matruh.

Landed after 5:50 hours flying, very happy and not as exhausted as expected!

On the way in I listened to an Italian light aircraft that ended up landing asking for taxi instructions while the tower guy still asked about his position airborne!

Managed a 2 hour turnaround in the Egyptian desert heat with confused groundcrew trying to step through the wing as I was not allowed to fuel myself.

More confusion regarding flightplanning forced me to file one on my own but eventually I got airborne shortly after 1500 Egyptian time.

The flightplan was much longer than expected. 4 hours instead of close to 2 hours. On top of that the short cuts I expected never occurred.



I lost radiocontact several times and managed relay from kind airline crew.

Many factors affecting this, and I can't go into the details at this stage but after eventually heading for Cairo I realized that I would not make the sunset in time. October 6 airport closed before I could reach it. I made a last attempt to get a direct routing but the controllers gave nothing.

I ended up landing at Cairo International airport in total darkness after radar vectoring for a visual final 05R.

Not pleasant but I was impressed with the aeroplane and myself I must confess!

A long taxi without brakes and finally parked.....at the wrong airport.

I was received with the usual confusion and many smiles. Can't remember how many photos were taken. Everybody on ground seemed to want a photo in front of something they probably never seen before. Me and the 80 year old type aero plane!

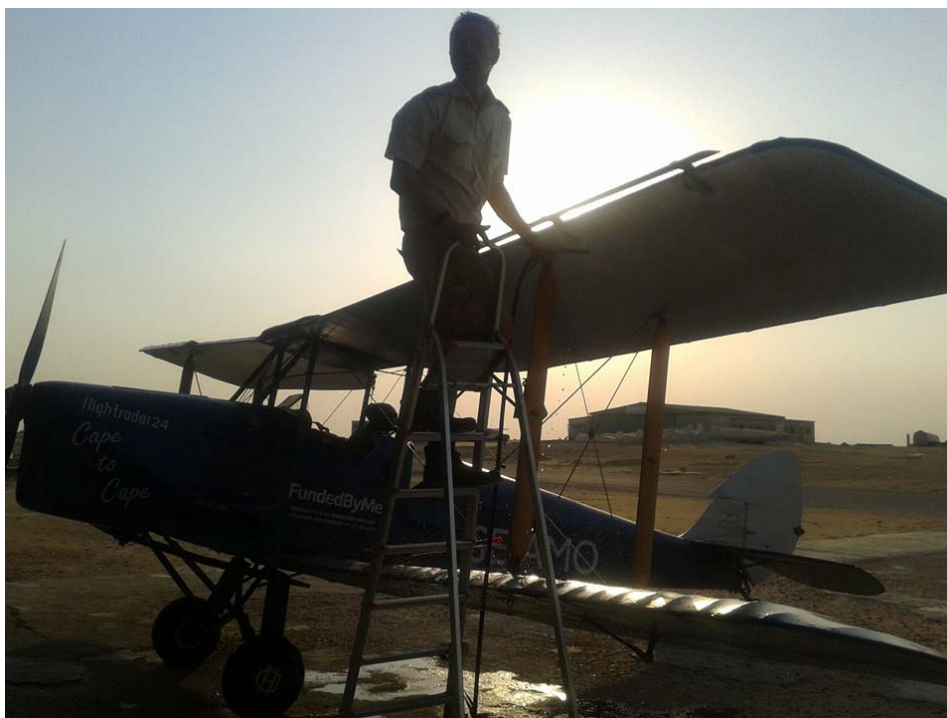
Soon more from Cairo and how to get further South!

PS. Also big thanks to all of you giving very nice comments on FB, Twitter and Instagram!

I am a bit off wifi and cannot focus on each comment right now, but bear with me! DS.

## **Arrival at October 6 Airport**

Sep 18, 2015



Yesterday's mission was to ferry fly to October 6 Airport, which was the original destination a couple of days ago.

I am getting the best of help from Eddie Gould and the G.A.S.E (General Aviation Support Egypt) organization. They have been extremely hospitable and are very familiar with how things work in Egyptian aviation.

G.A.S.E picked me up from the hotel at 1030 and took me to at Hall 4 at Cairo International, is a special departure/arrival hall for wealthy business-jet clientele. I apparently ended up in the same category as these owners of private aircraft! Not exactly cheap: USD 500 for the parking and other fees and for the mandatory administration by friendly Egypt Air. I will explain more later...

Manoeuvring this old aeroplane at these big airports is truly a challenge. I do not have brakes so I have to be very careful with the taxi out. It was a great feeling getting airborne again, and after some radar vectors a direct trip to October 6, just as I had wanted to do a few days ago!

Landing in the middle of the desert at October 6 is a big contrast to the enormous city of Cairo and its busy main airport. Everything in the landscape here is in tones of brown and yellow. The air is humid, and the skies are rather hazy at lower altitudes, probably a result of high humidity combined with air pollution.

Everything at this small airport moves at a more relaxed pace; it's mainly for Egypt Air's flight school. After a while the Moth and I finally ended up in a hangar kindly offered by a retired general from the Egyptian air force. The wings of the Moth are folded and partly cleaned, but the water supply here ran out – so most of the aeroplane is still coated with dust.

Then we took the long trip back to Cairo in unbelievably heavy traffic. Our very skilful taxi driver Abdullah got Eddie and me to the hotel close to 2100. We ate a late dinner, and I sent the blog text and got a little sleep.

Today I'm resting up a little more. We're going to visit the pyramids, and camel rides may also be in store...I'm also writing postcards to those of you who have gone for that reward in Cape to Cape's FundedByMe campaign.

I've rescheduled the next flight for tomorrow, to Aswan. It will be a long one, close to 6 hours...signing off for now!

## **Camel safari in the desert**

Sep 18, 2015



Johan enjoying a classic camel safari in the deserts of Egypt, and viewing the famous pyramids outside Cairo. As we can see, the weather in Egypt is considerably hotter than in Johan's home country of Sweden. The survival suit he wore for the flight over the Mediterranean has been traded for a cooler combo to brave the sands, heat and humidity.



One very good trait to have on this kind of adventure is to be a very nice guy. That's Johan – he's even managed to charm the notoriously ill-tempered camel!



**Leaving Cairo, Aswan next!**

Sep 18, 2015



So today I've been resting and I also got to visit the pyramids at Giza, as you may have read in the previous post.

Not many tourists out there – just some Egyptians going to see their own heritage, and a few pilots... The pyramids were a fantastic sight to see, even if I only had time to see them from the outside.

My transportation this time was a camel called Charlie Brown. The support function GASE (General Aviation Support Egypt) know the camel's owner, and often take guest pilots for a safari. It seems Charlie Brown is not the stereotypical grouchy camel. In fact, as this picture shows, he is quite affectionate and always gives his pilot guests kisses.

He seems to like my beard!

Today many problems got solved and we discovered that I apparently have a diplomatic flight permit into Sudan.

The Sudanese ambassador in Stockholm, whom I met before leaving on my trip, seems to have done an excellent job. A big thanks to him!

Tomorrow it is going to be a long 5-hour flight, but not really along the Nile because I am required to use certain airways. Still, it's a fairly straight path. Destination: Aswan, which is also my exit point from Egypt. I will continue for Dongola in Sudan already on Sunday.

Take-off tomorrow might be around 0800Z/1000LT. I hope I it will even be slightly before that!



## South to Aswan

Sep 20, 2015



Today Johan was able to start from October 6 Airport, in the nick of time – right before the authorities closed the airport's airspace again.

Local regulations require small private aircraft to fly at 9,000 feet; it took an hour just to climb to this altitude. While doing this Johan could hear how commercial flights were being diverted to other airports (Cairo International had closed as well).

Johan normally flies the Moth at much lower altitudes, so at 9,000 feet he couldn't see much of the terrain. In addition, the open cockpit was quite cold. The flight took almost 6 hours. Johan is trying to make sure he eats right and keeps himself hydrated – he doesn't want to suffer from heatstroke or get a cold, and he certainly wants to be as alert as possible when making these very demanding and difficult flights.



Upon his landing in Aswan, General Aviation Support Egypt (G.A.S.E.) was on hand to greet Johan and get all the administrative matters arranged. The chilly air of the skies was gone – it was a blistering 42 degrees Celsius on the ground. Johan got help with refuelling so the Moth is all ready for tomorrow's adventure! Our hero had some dinner and turned in early for a good night's rest. Tomorrow Johan leaves Aswan for Dongola in Sudan. Take off is planned for 0730CET/0630Z...be sure to follow along on Flightradar24!

## First landing in Sudan: Dongola

Sep 21, 2015



**Photo Jocke Mårtensson © P.B.J Photography. All rights reserved.**

*Updating this post with a missing photo credit: the beautiful photo above is courtesy of Jocke Mårtensson.*

Johan started early this morning and landed in Dongola, Sudan this afternoon. He's told us that he was well received by representatives from Sudan's Ministry of Tourism, and he's enjoyed some sightseeing. All is well and he's preparing to head onward to Khartoum tomorrow!

### **In Khartoum, Sudan!**

Sep 22, 2015



I must confess that I really did not know what I was getting myself into flying a Moth through Egypt and Sudan, at least so far. I am not easily deterred, but Africa has given me a crash course in how differently private aviation works in other parts of the world!

I thought I would give a few more details about landing in Cairo. First, I had a very long flight from Crete over the Mediterranean – close to 6 hours in a survival suit. After the brief 2-hour turnaround in Mersa Matruh I got airborne again for October 6 Airport outside of Cairo.

A 2.5-hour flight on paper turned into almost 4 hours, because of the way Egyptian airspace is arranged and maintained. Should I return to Egypt in the future, I will know better, but this particular afternoon I was not expecting that the air traffic control (ATC) would have me flying almost northbound to reach my destination in the southeast! Eventually I got a southerly course after Alexandria, but I realized that the setting sun was going to be a problem. I would not be able to land at October 6 after dark. I knew that I had support at October 6, but the ATC refused to let me take a shortcut, even after I had explained my distress.

I had no choice but to land at Cairo International airport after being radar vectored in total darkness and having only the light from my mobile phone screen (perfect light!). My landing at 05R was demanding but it went well, and after almost 30 minutes taxiing I parked and was relieved that at last I was safely on the ground.

A lot of people came out and admired the Moth and took pictures. The police appeared as well. We began to discuss the cameras when they saw my fixed camera positions on the airplane. I took out the Gopro cameras to show them, and with that the cameras were confiscated. I was detained while the authorities studied the equipment and films. After a long time passed, I found out that they suspected that I had illegally filmed military installations.

We then went through a lot of questions and explanations...Finally one of the officers told me I was going to be fine but the procedures had to be followed and it would take all night.

It took a total of 30 hours. I had over 9 hours of Moth flying behind me and was exhausted. In the morning I was finally offered coffee. Egypt Air was my handling agent for this landing; handling is mandatory and cost USD 300-400 – after discount. The Egypt Air staff were very helpful and came with food and drinks, but I was not yet allowed to leave the small police office. I was released close to midnight the next day after landing a little before 1900 the day before.

I am so grateful for Eddie Gold and Ahmed Hassan of General Aviation Support Egypt (G.A.S.E.). Eddie sat and waited until 0200 in the morning, with no idea where I was. Both Eddie and Ahmed will continue as my advisers, and are arranging handling through Africa, for the remainder of the trip. I have realized that this kind of assistance is a must.

My next problem was the short hop from Cairo International to October 6. That Thursday we got the Moth fuelled for this brief trip, which wasn't too difficult – but arranging all the permits I needed from Egyptian authorities for making just this simple trip was a mammoth task. However, I did have some good luck thanks to retired general Mohammed Badran, who keeps a hangar at October 6. He very kindly lent me space in the hangar for the Moth, away from the dust and harsh UV rays...



I was also glad to accompany Eddie to the pyramids and ride Charlie Brown the camel. I got to relax and have a few beers, but the 5 days in Cairo went fast. I didn't get to gather a lot of tourist points. I must come back to Egypt someday, but not in a Moth! Perhaps by camel...? At any rate, Egypt is behind me now, and after Dongola I set my sights on Khartoum.

I got a great reception when I landed in Khartoum today (though touching down was maybe a bit more exciting than I would have liked, owing to having a very large airliner right behind me as I approached the runway...more on that later). Representatives from Sudan's Civil Aviation Authority and the Swedish Embassy in Khartoum were waiting to greet me.

Tomorrow the Islamic "feast" holiday called Eid al-Adha begins. Everything will be closed...I will refuel the Moth and give her a bath. She got very dirty during last part of flying today. I will also rest and give Cape to Cape followers more updates and tales of adventure, I hope with 2 blog posts tomorrow. Have a bit of a "backblog" to catch up on!

**A look back at Dongola; landing at Khartoum**

Sep 24, 2015





**General Director Achmed Bajouri of the Sudan Civil Aviation Authority, with Johan and the Moth.**

Three days ago, on 21 September, I landed in Dongola in northern Sudan. Situated on the banks of the Nile, Dongola is in the middle of the Nubian Desert, which stretches from northern Sudan into southern Egypt.

Everyone here speaks Arabic of course, but I am told that if you are original Nubian, you use a language which is only spoken, not written. Correct me if I am wrong...

I had a very pleasant and very kind reception here and at the airport the Ministry of Tourism was there to meet me. Mr Hassan had been contacted much earlier via the Sudanese Embassy in Stockholm, so Dongola was actually expecting me!

I was given a guided tour through the administrative offices and we took a long walk in an agricultural landscape and along the Nile. Dongola is a very small town – more like a village. Everybody seems to know everyone here. I was given a room at big hotel of perhaps 4 floors, but it seemed like I was the only guest! Mr Hassan also joined me for my early dinner. In Sudan and Egypt people eat around ten in the evening, when the heat has eased a bit.

This area has some interesting remains from ancient Nubian civilization, including tops of pyramids that are barely visible above the sand. Archaeological excavations are in progress here. It seems that Sudan has largest number of pyramids of any country in the world. Not the biggest, but the most.

On Friday morning we went through a now-familiar procedure – buying fuel at the local petrol station. The octane level is around 92. The price: USD 70 cents a liter, saving me some money after having paid a staggering USD 5.30/liter in Egypt for aviation fuel.

Upon arriving at the airplane, I was dismayed to find both batteries dead. Mr Hassan still out on the second fuel run, so I called him and asked him to find and buy a dry-cell motorcycle battery. I had a lot of spectators when I wired up the new battery, which almost fit in the battery box. To be honest I'm a bit surprised it went so well.

Then I was off, bound for Khartoum. The flight began without incident, except that the forecast tailwind turned out to be more of a slight headwind. Weather reports here don't seem to be that accurate...Close to Kharthoum it became very hot and dusty, and the horizon became hazy. Moderate turbulence set in and continued until I landed an hour later.



**Flying north of Khartoum, in fine, dense dust that made it difficult to keep a frame of reference and keep the wings level. I could barely make out the terrain below.**

I had to pick up a hold 30 miles out but then I got a direct final. I think ATC misjudged my low ground speed, which was much slower than that of an Airbus that was gaining on me from behind. In the end I landed but the Airbus had to pull up, miss its approach and come around again. Not really my fault, but I still felt sorry for the Airbus!

I parked in front of an open hangar. Then I was heartily welcomed by none other than the general director of Sudan's Civil Aviation Authority (CAA) and the manager of Air Transport. My ground agent wondered afterwards how I had managed to arrange it. He said, "I have never seen that before!" Hangar space was kindly offered to me by the owner, a retired Sudanese airline captain.

Throughout Sudan, I keep getting a great reception and assistance. The Sudanese people continue to impress me with their kind and gentle way. In a some sense it is difficult for me to understand the many conflicts that Sudan has suffered

### **Eid feast, kind hosts, and south to Damazin**

Sep 25, 2015



During my visit to Khartoum, everyone was celebrating Eid al-Adha, or the Festival of Sacrifice. This involves a lot of family gatherings and good food, and I was very lucky to be invited as a guest to festive meals.

I visited 3 different families. One family was that of Ronnie, Hugo's friend. I also visited an English diplomat's home, as well as the home of an acquaintance of some Swedish friends. This big Sudanese family treated us to "breakfast meat": freshly slaughtered and cooked lamb! Very good food, and interesting to socialize with everyone while sharing food from the same bowls, as is the custom here. It's also important to take and eat food with only the right hand, not the left – not always easy to remember! However, when in Khartoum...



On the Eid feast holiday, everything was closed and the city was quite dark, especially for a city of 9 million people! It was rather difficult to just go out find something to eat, so I was indeed fortunate to be treated to meals each day.



Today, 25 September, I left early from Khartoum and landed several hours later at Damazin in southern Sudan. The flight went very well, even if I got a slightly later start owing to a telephone call with the Swedish ambassador to Ethiopia. It was also a little slow getting through 3 (!) security checks. Great to get in the air after that. Because of the heat, I wore shorts – perfect! I experimented with maintaining different altitudes to avoid headwinds. Seems that in these parts there's less headwind early in the morning. On the ground it's much greener than previously – small farms and allotments with different crops. It looks more like the Africa I perhaps had expected, with large, flat areas and a few trees here and there. Just silence from the radio, as usual.



A long day of flying awaits tomorrow, so I'll turn in early! Here you can see my bed/desk/dining room...



## Made it to Lokichoggio!

Sep 26, 2015



If ever there was an occasion when I would allow myself to say, "What a day!", this was probably it!

In all my years of flying I have never had such an exhausting experience – both physically and mentally, in terms of flying, planning, and the aviation skills I needed... a truly stressful day. But I made it, I did it! Now, when writing the input for this post, I am typing away on a computer in what must be considered a paradise after the most recent days of Cape to Cape.



I have arrived in Camp 748 in Lokichoggio in northwest Kenya, a small collection of huts and a bar/restaurant. I never imagined that I could be so happy to be served a simple cold beer. There wasn't much alcohol to be had in Egypt or Sudan, or during the Eid Feast. I did find some now and then (thanks Eddie and Ronnie!). The airfield in Lokichoggio has almost a silver-screen "bush flying" look – a remote outpost, with old, abandoned airplanes and wrecks, a half-finished runway, and magnificent mountains in the distance.

I came in around 1430 local time after taking off at 0710 from Damazin, Sudan. There were several aspects that made this flight the most challenging yet during this journey: I was really stretching it in terms of distance, and there was a good deal of uncertainty regarding winds. If I fly at 75 knots (140 km/h), and have a 15-knot headwind, my ground speed in the Moth is just 60 knots. Such a scenario today would have meant that I would never make it to my destination.

In every other country along the route, I have always been able to find at least some field where I was allowed to land and refuel. Not so for South Sudan or Ethiopia. I do want to note, however, that we got excellent help from the Swedish Embassy in Addis Abeba. On

Friday the embassy had representatives making every effort to organize a landing permit through the Ethiopian Civil Aviation Authority, but without success. It is perhaps understandable; my intended route would take me over a region in conflict, and rebel action has left legitimate authorities in Ethiopia, Sudan and South Sudan without control over some areas.

I didn't have any other alternative than to make an extremely difficult 7-hour flight. But then again, a Moth is one of the most capable planes around! If need be, I can land AMO on a road or dirt strip/field of less than 200 meters. I loaded a plastic container holding an extra 40 liters of fuel in the baggage compartment and put my trust in AMO to get me where I needed to go.

For security reasons, I cannot reveal what actually happened along the way. I couldn't tell you my position en route, and I can't describe how I managed to get the information I needed to make Lokichoggio. All I can say is that this wonderful 1935 Moth makes the impossible possible, and that this is worth more than all the money in the world!

Perhaps there are people reading this who were involved in making this incredibly demanding leg of Cape to Cape a success. I am truly indebted to you, and I am so thankful for your help, guidance and friendship. When authorities and governments can't help us, ordinary people take on the challenge and make great things happen in this crazy world...

In the first 3 hours of flying, I climbed really high to avoid the headwind. That worked for a while. Another solution is to fly at a very low altitude. Wind is always hindered by the friction of the ground. It's still uncomfortable going low like that, but I gained significant ground speed by using this so-called "nap of the earth" flight course.

What I can tell you is that I was treated to some beautiful scenery today: huge flatlands consisting of both marshes and dry areas, with a few trees here and there. Definitely an *Out of Africa* feeling today!

Flying low is fantastic for making time pass. You are always so busy looking at everything around you. You see people coming out of huts and waving as you pass. You see the grass bend in the wind. The Moth performed faultlessly – it's the pilot who is the weak link. I feel utterly, physically exhausted. I will rest an extra night here in Loki and then continue to Nairobi via Nanyuki (fuel stop) on Monday. No new photos at the moment but I will make sure that new ones are added soon – stay tuned.

You might see that I have altered my route a bit. I have not yet got landing clearance at Segera retreat, which owns the original DH60 that was featured in *Out of Africa*. I might come back to visit Segera before leaving Nairobi.

Ethiopia needs no explanation. Not having SEAMO as a guest is their loss!

**Kicking back, Loki style!**

Sep 27, 2015



After yesterday's exciting and trying journey from Damazin, I am taking some time to recharge my batteries here in Lokichoggio, Kenya, known to many as just "Loki". AMO is resting up as well, at the airport along with a few more modern aircraft – but she's the most beautiful girl here.

This village and its tiny airport are well-known to humanitarian aid workers and others from NGOs, church organizations and the UN. Supplies and aid have come in to Kenya through this airport, and although activity here is not what is used to be, Loki still offers a welcome refuge and center for logistics in this remote country. The bar and restaurant have decent food and drinks, and today I was able to take a dip in a hotel pool at the Trackmark Camp!



The Trackmark was once owned by "All Weather Heather" Stewart, a bush pilot famed for her hard work and courageousness in flying doctors, medical supplies and food to war-torn regions in Africa for more than 30 years. It seems she is retired now, living on the coast of Kenya, but she is fondly remembered and respected here and in many other parts of Africa.

I met a nice couple with the Mission Aviation Fellowship (MAF). This church organization helps some of the poorest areas of the world by using light aircraft to fly in supplies, technology and competence. The couple lived for 6 years in Loki, and built schools, toilets and other things desperately needed by the community.

To finish off today's post, I've sent a picture of my hut, No. 18, at Camp 748. Not the Ritz, but a nice place to stay after one of the toughest legs of the journey. The staff are very friendly and helpful, there is an outdoor restaurant, and there's decent WiFi.



Good night all – the adventure begins again tomorrow, with the flight to Nanyuki and Nairobi!



## MAF: Flying to help

Sep 29, 2015



This adventure involves not only flying, but also planning and arranging with ground agents, attending events and meetings, and eating and sleeping properly to make sure I am well-rested and alert. These are all aspects that I enjoy, but one part of Cape to Cape that I particularly like is chatting with the fascinating people I meet along the route. The Loki stop resulted in one such encounter that I want to share with Cape to Cape followers.

This area of Africa is often called “forgotten”. The inhabitants have been neglected, and they struggle to subsist on limited resources.

Two people who have worked to make a difference are Kea Arnlund, a retired Skyways airline and **Mission Aviation Fellowship (MAF)** pilot from Sweden, and his lovely wife Birgitta. The Arnlands have lived here in Loki for 6 years, and have made a tremendous contribution to the local community. [MAF](#) is a Christian organization of pilots and light aircraft working to deliver supplies and assistance to some of the poorest and most disaster-stricken places in the world. I am not that religious, but I find MAF’s work impressive indeed.

Kea and Birgitta managed to build a school for 450 children. When the Arnlands came to Loki, schoolchildren sat outside under the trees for their classes. They also built more than 100 latrines – much needed to improve health and sanitation. This kind of work happens all over the world, and most don’t even know that it’s being done.

I was very impressed by the Arnlund’s enthusiasm and the scope of the work they have completed.

Check them out at [www.arnlund.org](http://www.arnlund.org). They need resources to keep the school going. Private initiatives and donations from private persons in Sweden make a difference for so many children. As I understand it, many big donations that are processed through the authorities do not make it to people who live far from the capital. Donating to a private initiative like this gets the support to those who truly need it.



Perhaps an alternative to an expensive 50th birthday present...I heard that some give donations instead of receiving an expensive birthday present. This idea intrigued me. Perhaps one should conclude one's career by doing something for someone who needs a helping hand?

As you saw earlier, I also spent an afternoon at a Trackmark Camp, created by "All Weather Heather" Stewart, an English bush pilot who got her nickname because she often flew in weather conditions that no one else would brave! The Trackmark pool made my day, as did talking to Kea Arnlund about flying small planes in Sudan and Kenya. I got some good tips from Kea about flying into Wilson Airport in Nairobi. "Monastery" and "Camp" are fixed visual positions you are supposed to know... I know now!

The other activity today was fuelling the plane in the morning. This was a 2-hour operation involving two trips to a petrol station. It was a bit smelly from all the petrol, but it is part of the job description..the next day I flew to Wilson.

It was a treat to visit Loki, and to meet the Arnlunds and learn about the fantastic work they have done in "forgotten" Africa!

Tomorrow I'll be posting about maintenance, with lots of interesting details...aviation fans, take note!

NAIROBI

Finally in Wilson airport Nairobi. Busiest in Africa. Checked in st East African Aeroclub 20m from my aeroplane! What a fantastic place!  
I love it!  
Totally exhausted after more than 5 hours flying in rift valley!  
Now a week rest and catch up on videos and photos and stories!!!



Got two broken ribs left bottom wing. Someone has probably been leaning on the wing when I did not notice! Not unusual that the surrounding does not understand how fragile the construction is.  
Will try to fix tomorrow. They have dope at Wilson!

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[Jan Strömbäck](#) It is a motorized kite with strength where it's needed and none where not needed. I would not dare to touch it. And I have thought of the container journey back to Sweden.... I would make brackets that would bolt to the floor of the container or better even a frame that fills the whole square like a rollcage and then attach the main gear to the bracket. Even better if the whole bracket could be lifted by a forklift into the container and none of the plane would stick out over the edges of the cage. Lots and lots of soft padding and support so that the container could be tipped edge over edge without the plane moving about. I have seen containerships rolling across the bay of Biscay, a truly violent dance!. Make sure the container is as watertight as possible, with as small depressurize holes as possible, I don't think saltwater is a good thing for her!?

☑ [Olle Styrfält](#) Bad luck . Are you able to fix it? To get the a/c in the air and flyable.

☑ [Per Andersen](#) Oh shitttttt - good luck with the repair smile emoticon

☑ [Berra Storm](#) Hoppas att det går att fixa utan för mycket strul. [See Translation](#)

☑ [Kleio Lamprianidou](#) Good luck!

☑ [John Pascoe](#) Complete replacement or glue and screw on plates? Hope you have spruce with you!

☑ [Steven Basson](#) Hopefully not a major setback, can the ribs be laminated?

☑ [Per Jansson](#) Lycka till! Hälsningar från Sibirien, knappt fem timmar hem [See Translation](#)

[William Stadnyk](#) Good Luck with the repair.

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Another annual... That is a yearly maintenance... At Wilson airport in Nairobi. Saturday 03Oct next flight.



## Johan interviewed by BBC Newsday

Oct 1, 2015

Don't miss Johan's interview with Lawrence Pollard of the BBC! Follow this link:

[Johan talks to the BBC about Cape to Cape](#)

Take off! Johan is on his way from Wilson to Mount Kilimanjaro Airport then another short flight to Arusha.



## Give a gift of adventure!

Oct 2, 2015



Cape to Cape is about the thrill of flying, exploring new countries and cultures, and meeting all kinds of people. It's also about pushing one's limits and solving difficult problems, and experiencing a lot of victories and setbacks. It requires both meticulous planning and knowing when to ignore that plan; heeding the wisdom of experts and sometimes going with gut instincts; and having a well-developed sense of humor combined with the patience of a saint. I think that so far, I've delivered – and gotten – a fair bit of adventure on my travels from the North Cape!

The second part of my mission is to inspire adventure in others. It doesn't have to be about flying to another continent in an antique plane, sailing across the Atlantic or climbing the Seven Summits. My dream has been to fly Cape to Cape, alone in an open-cockpit vintage aircraft, and show that it can be done.

Dreaming about flying is easy, but making Cape to Cape a reality requires so much more: time, energy, creativity, hard work – and funding. I am hoping that many of our followers will find their way to our [FundedByMe](#) site and contribute to Cape to Cape, so we can give the gift of adventure to people all over the world. If people see that one man is making a dream come true, who knows what wonderful things we can all accomplish by daring to take on adventure? I can say without a doubt that this journey is bringing me new friends, fantastic experiences, and life-changing insights.

Adventure is one way to make the world a better place. It's never out of reach for those who are imaginative, curious, and bold enough to strike out into uncharted territory, even if the unknown is just a step – or a page – away. As a child, I discovered flying through books. I want others to be inspired too! That's why Cape to Cape is also raising money to support the "Make Reading Cool" project operated by the Children's Book Network. All proceeds from the campaign after costs will go to Make Reading Cool, giving children in the Red Hill Settlement outside Cape Town a chance to read, create, interact and discover how reading can be the key to their future.

The Children's Book Network of South Africa is cooperating with Rotary organizations in Sweden and South Africa as well as the Swedish Arts Council and the Swedish International Development Cooperation Agency (SIDA) to make reading cool. Developing good reading skills and a love of books can help these children to enjoy stories, have fun and build self-confidence to strike out on their own adventures in life.

Please take a look at the wonderful results by visiting the [Children's Book Network website](#). Make sure these children can continue learning, growing and finding joy through reading: contribute to Cape to Cape's [FundedByMe](#) campaign.

The Children's Book Network's introduction says it all: "These children need to fly." Let's help them find their wings!





As for me, I can't wait to see what will happen in the next chapter of my journey – I look forward to turning the page and taking in every word. Whatever happens, it will be an adventure.

*Adventure is not outside man; it is within.*  
— George Eliot

## Tanzania

Oct 3, 2015



I left Nairobi, Kenya and flew two short flights today. A bit off the original route, but got a very friendly invitation to visit Rob and Anita Linck in Arusha. I have also been asked to speak at the International school with 300 kids in the beginning of next week – what an honour!

At take off this morning, the aeroplane struggled in the heat and the high altitude of 5700ft at Wilson. Hardly any climb, and one has to very careful to keep the speed just right.

Unfortunately Mount Kilimanjaro was covered in clouds but I could see the base as I passed by. I did a short stop at Kilimanjaro International Airport to pay the charges and to get the visa. Then a 20 minutes short hop to Arusha.

At Arusha I got a fantastic welcome from a school class at 5-6 years of age singing “Happy Birthday” – such a wonderful surprise! I turn 48 and with FaceBook it is hard to keep secret.

Enjoy your weekend!



## Nairobi: A recap

Oct 5, 2015



Last week Johan spent several days on a major stop for Cape to Cape: Nairobi. He performed full service on the Moth, had a very pleasant stay at the East African Aero Club and spoke with journalists, diplomatic personnel and aviation enthusiasts.

A highlight of the visit was meeting with Johan Borgstam, Sweden's Ambassador to Kenya, Fredrik Folkunger, Deputy Head of Mission, and Ana Leithead Spross, Trade, Press and Culture Officer. Cape to Cape was an excellent opportunity to profile the Embassy's efforts to bring Swedish business solutions to airports in Kenya – a focus area for the Embassy's promotion work. Team Sweden, including Business Sweden and the Embassy, is organizing a Swedish Airport delegation to Kenya in November, so Johan's arrival was a timely opportunity for publicity. The embassy has published a news article about the meeting here: [Cape to Cape in an 80-year-old biplane](#). (Photo at top: Johan Borgstam)

The Swedish Embassy in Nairobi was extremely helpful in providing media contacts and the meeting with Embassy staff was very enjoyable.

For more information about the Swedish Airport delegation, visit [Delegation – Opportunity in the airports sector in Eastern Africa](#).

Johan also met with guests at the Aero Club of East Africa, and even followers of Cape to Cape from the US who had flown in from a smaller airport outside Nairobi to meet him. The Aero Club provided excellent lodging, very close to where the Moth was parked, giving Johan a chance to get service done, enjoy some fantastic food and rest up for the days ahead!





For those of you who missed Johan's BBC Newsday interview – a major milestone for Cape to Cape – here is the link again:

[Cape to Cape: BBC Newsday interview](#)

More great coverage (hard-copy only) can be found in a recent issue of *The Moth* magazine.

### **The Shy Mountain**

Oct 5, 2015



Tonight is the last night of my visit to Arusha in Tanzania.

This is indeed beautiful country, home to spectacular scenery like Mount Meru – 15,000 feet high, compared to its famous big brother, Kilimanjaro, measuring 20,000 feet. Mount Meru is called “The Shy Mountain” because it is often cloaked in clouds.

I've had the good fortune to stay with the Linck family here in Arusha – I have enjoyed such tremendous hospitality throughout this adventure. It happened to be my birthday on October 3rd and it was truly fantastic to be with new friends and even receive a birthday cake!



I've also had the honor of speaking to students at the ISM International School in Arusha. A very attentive group – I hope I've created a spark for adventure in their minds! It was great meeting the kids and staff here. The picture is of me showing them a map of the route.



I saw an interesting thing in a shop here in Tanzania. Maybe most people already know this, but Swedes have quite the sweet tooth! We love to buy sweets, especially by weight, so we can pick our favorites and fashion our very own personalized mix...and here they are – although it's not quite the selection I'm used to having, it feels a little like home!





Tomorrow at 05 Zulu/07 CET, I head for Kitemela airstrip. just south of Iringa. It's about a 4-hour flight. Arrangements have been made for me to stay with Otto, a farmer in the area. I'm looking forward to seeing the farm in the bush country. 6,000-foot elevation – that's pretty high up! After that I will stop at Mbeya for one night and then continue to Zambia...

#### Across Tanzania to Malambala

Oct 6, 2015



Leaving Arusha today demonstrated how I need to make so many decisions each time I fly. My small choices can have big consequences. I need to bring all of my skills to bear, and it's important to have confidence in myself, and the Moth of course. Arusha is at a high elevation, and I had problems with these same conditions earlier at Wilson – the engine isn't as strong in this environment and the plane's weight can be crucial; I need more runway to take off too. What would I choose – less weight, or the security of more fuel? I tried not to fill the tanks completely full, but it was possible that I might need every drop and the fumes too. It would be a 4-hour flight and even the slightest headwind could add another hour to the flight time.

I was certainly ready for today's challenge because I had the good fortune to be the guest of Rob Linck and his family. People here are so very friendly and I felt so welcome. I can't tell you how fantastic this support has been for the project and I find that I am making friends for life. I hope that one day, the Lincks will have the chance to meet my family. Once again, a big thanks to Rob and Anita!



Before taking off, I had been advised to use the roads in the terrain as a guide – but roads were few and far between and this made the 4-hour trip a bit longer. Getting lost in the big “nothing”, this remote territory, could very easily mean the end of Cape to Cape – and of me. Had I been forced to land, no one would know where I was; the route today was filled with large, uninhabited expanses where no one would be able to come to my aid.

Nevertheless, things remained fairly uneventful, with good weather and a crosswind...until I discovered I had entered the wrong coordinates for the landing field! It all worked out fine, though.

I was aiming for Kitemela Airfield via Dennis, a cropduster who uses this field. I met him earlier in Nairobi. I was also in contact with Otto, a very successful farmer in the area who is working with a Bill Clinton project. Once overhead at Otto's farm I saw that his 450-meter landing strip was a bit short – not for the landing but the takeoff. Bear in mind that we were at a 6,000-foot elevation, and again I had to think about the engine being much weaker...

So I landed at Kitemela, to another fantastic reception and lunch with new friends Allan and Jo, and later Otto picked me up in his Cessna 206 to take me to his place. The Cessna is a great bush plane and a great family plane, in my opinion. I made a quick decision to stay two nights instead of just one; while this gives Eddie, our the support agent in Cairo, some more work to do, Eddie himself said: it's worth spending the extra time when the opportunity arises to meet friendly people! The image below is a view from the Cessna.



I also got to ride along on a short trip in an ultralight called a Bathawk, a South African light plane with a 6-cylinder Jabiru engine. Otto uses it for crop dusting. Fantastic ride at a low altitude, in the sunset.

Here's Otto's place. Nice!



Tomorrow I'll send some updates on farming in Tanzania, and on Thursday I will make for Mbeya.

Stay tuned!

### **Down on the farm: Hospitality and history**

Oct 7, 2015



Tonight I am staying with Otto Ulyate, a very successful, hard-working farmer in this area of Tanzania. To understand the situation in this part of the world, it is essential to know at least a little about the past; in the 1970s, the state took over and “nationalized” farming operations through a process of “villagization”. It went downhill from there. Though the intentions of the policy may have been good and some positive effects were realized, farming productivity dwindled. This and other consequences left Tanzania as one of the poorest countries in the world, and dependent on foreign aid.

Otto is a fifth-generation Kenyan who came to this area about 10 years ago. He brought skills and knowledge about how to use the land wisely, and now his farm produces more than 10 times any other per unit area. The Bill Clinton Foundation leases a run-down, state-owned farm in the vicinity, and with Otto's help this operation is now approaching production levels similar to those of Otto's own farm. Such proof that it is fully possible to farm efficiently is particularly important in the context of Tanzania's heavy dependence on foreign production; the harvests are generally so poor that the country must import food.

Otto gave me a tour of the area and I was extremely impressed by how these farmers have stuck to it. They are a tough breed, committed to making agriculture work here. Many have their own landing strip and aircraft. The lagging infrastructure and remote country make private aviation absolutely necessary.

The hospitality here is second to none. I have a nice guest room and en suite bathroom. This kind offer certainly helps Cape to Cape! Still, as always, I am grateful but feel the need to fly on. It will be interesting to take off from an airstrip at 6,000 feet of elevation. Should be pretty easy since I don't have so much fuel on board...!

I'll spend a night in Mbeya and then I plan to make a fairly long flight through a beautiful valley in Zambia to land at Mfuwe. Apparently few human inhabitants along the way, but I do hope to spot some hippos and elephants. We'll see!

### **FundedByMe – Make the dream come true!**

Oct 9, 2015



What a fantastic trip has been so far! I never dreamed that this adventure would give me so many new friends and wonderful experiences. The Moth, all the people helping me here and back home in Sweden, the flying itself – all these things have far exceeded my expectations! Nevertheless, there's still a good distance left to go – both in terms of airspace and our charity project.

As you may have noticed, I've been keeping a pretty hectic pace. In the last few days I've had the opportunity to stop and reflect a bit on the journey.

What did I expect from Cape to Cape when I started? I did try to stay open-minded and keep expectations to a minimum, but I knew on a lot of levels what I wanted to achieve in this adventure. I know that a lot of my motivation and enthusiasm springs from my desire just to throw myself wholeheartedly into the experience. Yet in some sense, all I've been hoping for is that when all is said and done, I will have an interesting story to tell. As I see it, all the pain and struggle is paying off. It seems there are more than a few who think this has been pretty exciting...

I also did not anticipate having so much support at home. Peggy, Anders, Leif and Stefan have been helping me on a voluntary basis, and of course my wife Lena has been an invaluable source of motivation, advice, good humor and organization. (Well, Lena is married to me, so maybe in her case "volunteer" is a bit of an understatement...)

In addition G.A.S.E and Eddie has supported me day (and night in some countries...) planning and getting everything organized





But compared to Gösta Andrée I have not had a big company giving me support and for me to be dependent on. Instead I have reached out to a broader group of people – you the followers!

The work done by the team mentioned above and all of you cheering me on through social media keep me going. I think that considering the very limited financial resources of Cape to Cape we are actually doing a fantastic job!

The only thing not turning out as we hoped is our crowdfunding campaign. Therefore, I'd really like to promote this aspect of the adventure – since it is now two weeks left of this campaign!

[www.fundedbyme.com/cape-to-cape](http://www.fundedbyme.com/cape-to-cape)

Setting out on this trip meant taking leave without pay for two months. I knew I had to figure that into the equation, of course, but the expenses I've encountered on this trip have far outreached my planned budget. The fees and payments at airports have been shockingly high – and often much higher than my pre-trip information had indicated. What is one to do? Once on the ground, I can't leave without paying; nor can I take off without paying – there's just no alternative but to hand it over.

So first: my heartfelt thanks to all of you out there already making a big contribution to Cape to Cape, through your generous offers of time, talent, patience, loans, and even free lodging and meals – I couldn't do it without you. Of course I am also grateful to all of you who already took time to register on [www.fundedbyme.com/cape-to-cape](http://www.fundedbyme.com/cape-to-cape)

Then I humbly ask you: consider giving this project your support, not only to reach the Cape of Good Hope but to bring the adventure and the gift of funding to the children of Red Hill.

If we're lucky, perhaps I can also bring this story, photos and video to others as well – and share the gift of adventure that has been given to me!

Or tell me – what kind of rewards would be interesting for you? What would you like in return? Write a comment on the Facebook post or send an email to [info@capetocape.net](mailto:info@capetocape.net).

Thank you all!

Johan

## Zambia

Oct 10, 2015



Yesterday I had a long flight from Mbeya in Tanzania to Mfuwe in Zambia. It went well, especially due to some tailwind, suddenly made the trip easier!

Take off still tricky with almost no climb performance and I was struggling to get height enough over the mountains just south of Mbeya and the border to Zambia.

Terrain in Zambia is very remote, you feel alone with no radio coverage and bad terrain below. I went into the valley I have mentioned before and still get surprised how dry these countries are.

The river (and rivers, many rivers connect to the main river) was dried up. My plan was to follow the river as a life line – the dried up river banks were definitely possible to land at, better than the forest.

As the day progresses I start to get strong turbulence from the mechanic via wind, terrain and also thermals. Hot air giving turbulence and extra energy.

Struggling with this I finally landed in Mfuwe. A long run way in the middle of nowhere. I called for a fuel uplift shortly before landing and got the answer it was finished! On ground I got a nice welcome – the Moth still attracts.

The avgas fuel was finished and the truck delivering was delayed and could take days.... I started to talk mogas, and petrol station but was warned that was 25 km away and often without fuel – now what to do?

After some smiles from me and “Cape to Cape talk” I managed to find out that there was fuel left, but staff did not want to run the pump dry. I got 100 liters and the day was saved!

After wiping oil and preparing aeroplane for parking, I did immigration (30 minutes) and the flight plan (30min). I was picked up by the staff from Mushroom Lodge in an open Landrover, 45 minutes of driving took me to the range perfectly situated by the river. There were elephants and all sorts of animals at the foot step! River unfortunately dried out. Included in lodge was food and 4 hours safari! Since I was the only guest, the tour was me and two guides in the Landrover. We saw lion, giraffe, elephant and even a leopard “having dinner” – great safari!

This morning I got a slight delay due to car not starting. At airport the friendly staff only charged USD32 for the departure. Uneventful start and again fantastic tail wind on average 17 knots! Lot of thermal again the last hour – just had to sit there and hang on. Landed at Taranaki airstrip and was met by John and Marna Miers who run a crop dusting firm. Great welcome and a beer in my hand as soon as I got out of aeroplane.

Refuel with mogas, lunch and friendly chat with the family. Two different aeroplanes flew in just because they heard of me! They were all keen on hear about the project and looking at Moth, I am probably the first pilot arriving in a DH60 Moth here since the 1930s.

Here I can easily have stayed another night, but the schedule is starting to get fixed as I am about to get closer to the goal.

Note – I don’t seem to get the wifi nor the 3G to work, so no new pictures today I’m afraid – I will upload as soon as I can.

Tomorrow I will fly to Livingstone and spend two nights there, take off planned for 0800CET.

Good night,  
Johan

151011

Update: Johan took off from Taranaki, Zambia at 08:45CET heading for Livingstone.

Would also like to take the opportunity to thank Fredrik Pehrson for sponsoring a leg of this adventure! Fredrik is our "hangar neighbour" at Eslöv, Sweden. Thank you Fredrik for your support!!



## 50 shades of brown...

Oct 11, 2015



With this title I am not trying to be negative. Perhaps a bit funny.... but I do feel a bit worried about the landscape I have been overflying throughout Africa so far.

Not so surprisingly, the Sahara in Egypt and Sudan are of course very dry and therefore everything is different shades of brown and yellow.

The rain season in East Africa is yet to start within some weeks so the season is dry and very hot.

Here in Zambia I learn that the last three seasons the rain has not been much and the reservoirs are at record low level. All rivers are basically dried out and some hippos are starting to die from the heat.

Even the economy is getting hurt as the electrical supply is being shed and is therefore unreliable. This is also valid for Tanzania...

In Zambia there can be seen some green but also here like in Kenya, West Ethiopia, Tanzania the countries are basically different shades of brown. It is all very dry and hot.

Hopefully some rain will come soon but then I am close to the Cape I guess...

Since I did not post any photos from the great safari yesterday in the , I would really like to share the elephant and the lion today. Beautiful animals!



Last night I stayed with the very friendly Meiers family and the big brother Murray and I spend the whole afternoon talking Moth's and other flying stuff. Mr Murray is the proud owner of a FW190 and a Mk14 Griffon engined Spitfire and a Sopwith Pup!

I could hardly believe that this crop-dusting farmer had this genuine interest for flying. We will keep in contact for sure! He might want to get a Moth in the future! And I might wanna take a look at his precious aircraft!

He also surprised me this morning with washing the Moth (she was very dirty and in a desperate need of water). This while I was still sleeping! To be honest, I do not think he did it for me, he did it for the Moth!!

As I got airborne I was sitting there looking at the shiny silver wings and I was smiling on behalf of this wonderful aeroplane!

Also Mr Murray refused to get paid for the 70 liters Mogas he supplied. Big thanks for yet another very practical support of Cape to Cape. It will be remembered!

The two hour flight to Livingstone was pleasant with little turbulence and some good tailwind. Visibility is bad with very hazy conditions and that unfortunately takes away some of the joy of looking out and makes the flying and navigation a bit more difficult.

Pleasant airport with friendly staff and Grant, my G.A.S.E contact in Livingston. A fixed wing and microlight pilot taking tourists for scenic flights over the Victoria falls. I have not seen them yet!

He has helped out with flight permits and booking of my lodge so off we went to Maramba river lodge and we are having dinner tonight!

I will stay two nights so that I can do some sight seeing and then Botswana!

Stay tuned,

Johan

**“This is Africa”**

Oct 12, 2015



A slow and quiet day today – went to see Victoria Falls, also commonly known as *Mosi-oa-Tunya* (“the smoke that thunders”), and the town of Livingstone. Very little water also at the falls, but it was still an impressive sight. After all, it’s known as the largest waterfall in the world. The falls stretch across a very big area, with a width of about 1,700 m and a height of more than 100 m. The city of Livingstone struck me as very nice, clean and well-organized.





**Life in the Cockpit: A Short Interview**

My wife Lena asked decided to conduct a brief “interview” with me, to give Cape to Cape’s followers a better idea of the practical aspects of flying in this adventure. I don’t know if other pilots use the same approach, but I found that the following works for me.



*Do you eat or drink when flying?* When I fly long distances, I keep one bottle of water – never soda or sweet drinks – within easy reach, on the floor next to my seat. I try to have some fruit like bananas and apples. There is not much room for anything else really.

*What else do you have with you in the cockpit?* I also have the handheld Gopro camera, in case I want to take a picture or film a video clip. I have the iPad tablet on my right leg and my iPhone in my right pocket or the little canvas pocket to the right in the aeroplane.

*You have a copy of Gösta Andrée’s wool suit, and flew in that earlier in the adventure. What do you wear now when flying?* I often fly in long pants, a uniform shirt, a leather jacket and an inflatable lifejacket. You might wonder about the lifejacket, but flying over large

stretches of water is not that uncommon and the jacket is not in the way. It is a habit from my time in the military, when wearing a lifejacket was mandatory.

*What else do you have with you in the cockpit?* I have a multitool pocket knife and a flashlight attached to my jacket. These are always good to have in case it gets dark or if I should need to cut myself free from the aeroplane after a crash...one must always be prepared.

*Besides piloting the plane itself, are there other things you need to do while flying, such as communicating on the radio?* Part of the beauty of flying a plane like this is that it's so easy to look out over the side of the cockpit and admire the landscape. But when doing so I am also trying to find something to aim for, to make navigation easier. I continually scan the instruments and I adjust the throttle lever and the mixture control quite often.

I often leave the iPad screen off, because as I have discovered that the flying is calmer when I'm not focused on the screen; it's better when I just look at the magnetic compass and look around me. Sometimes I can fly for 30-90 minutes without even looking at the GPS. I am always close enough to course when I finally check it. As for the radio, I use it very little. In Europe it is not necessary in uncontrolled airspace, and in Africa there is no coverage. On occasion I listen to music via my iPhone earplugs. The noise level around me is pretty high already, so I only do that when I get really bored!

### **On to Botswana**

Tomorrow starts an exciting 4 days in Botswana and I hope to meet Brett and his Tiger Moth in Kasane tomorrow. I do not really know what is planned, but that is okay. I am planning to fly a close formation with Brett's Tiger Moth and just follow along. What a change it will compared to everything up until now. I have been very alone with all the decisions and the harsh terrain below...The next item on the schedule is reaching South African airspace on the 17 October and landing at Baragwanath Airfield southwest of Johannesburg.

I have completed about 106 flight hours since leaving the North Cape and I believe I have about 17 hours to go to reach the Cape of Good Hope. We are getting close but I still have some challenging flying to do, so I refuse to relax until this project is safely on the ground at Stellenbosch Airfield, on 24 October at 15:10, as is planned.

I have not been completely healthy during much of the trip in Africa, unfortunately. My stomach has been upset and I have still a little bit of a dry cough since Sudan... The dry air and the stress of being detained and trying to find a way through South Sudan has been worse on me than I expected.





Nevertheless, I feel fantastic at the moment! I can feel that somehow I have adjusted to the heat, and I feel more at home with the expression “this is Africa”. I guess it what it now means to me is this: be patient, and accept things as they are. Leave the hectic

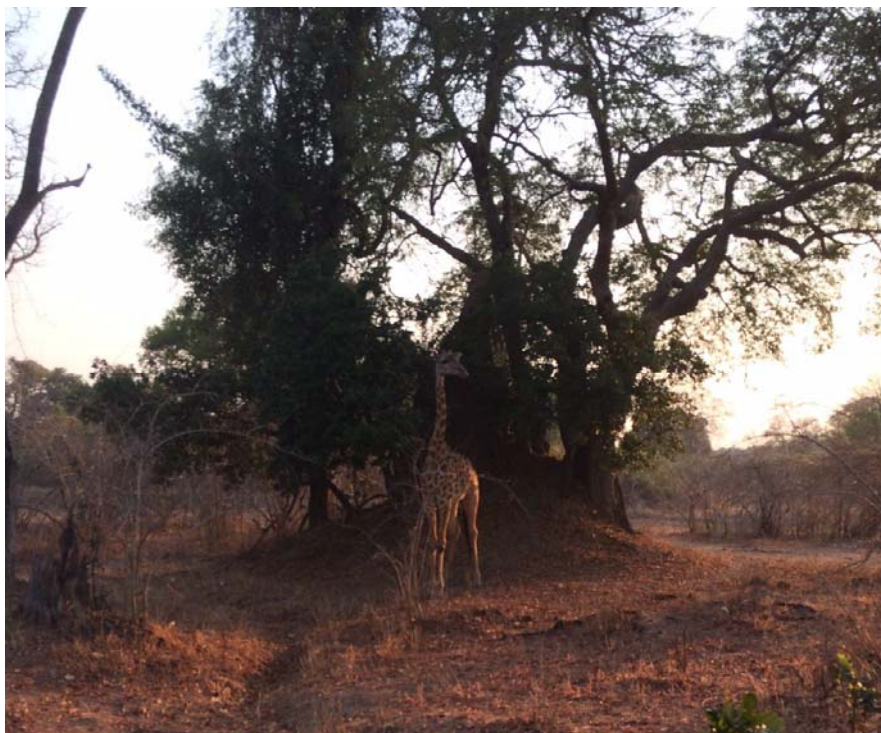


European attitude somewhere else, because this is Africa...



**Botswana – the 15th country on my journey**

Oct 13, 2015





Short flight today over Victoria falls. Fantastic view and a very big area. I was forced to be on a high altitude due to local regulations. Only local operators are allowed to fly lower, but I got a very beautiful experience anyhow!

Easy flight to Kasane in Botswana where Brett Warren and Mark were waiting for me. A parked Tiger Moth is always a very nice sight. I refueled and got the immigration paperwork done. This is actually the 15th country I visit on my journey Cape to Cape – amazing!

After the paperwork we made a very quick move to get out on the Zambesi river by boat. Were lucky to see a lot of animals – all in all I might have seen 500 elephants. You can really see from the landscape that there are many elephants in the area – all trees were destroyed. Seems like the elephants overturn everything that comes in their way.

Short stop back at site, and then out in the real bush. Very dark and I was treated a very nice barbecue. Add to that two more aviators, the starry sky of the southern hemisphere and stories about flying – I cannot ask for more, can I?

Tomorrow we aim for an early take off, we will be flying around the Okavanga delta and final destination is Maun.

I will use my GoPro's, and I really hope I will be visible on FR24!

Sleep tight,  
Johan

### **Okavango part 1**

Oct 15, 2015



Update from Johan over the phone, since the wifi and 3G disappeared just when he was going to send the text and photos from today... So there will be an Okavango part 1 and part 2!

He reports that they had a great day flying over the delta seeing all kinds of animals. “-Today was maybe the best flying day I ever had with the Moth...” That makes us smile at home as well!

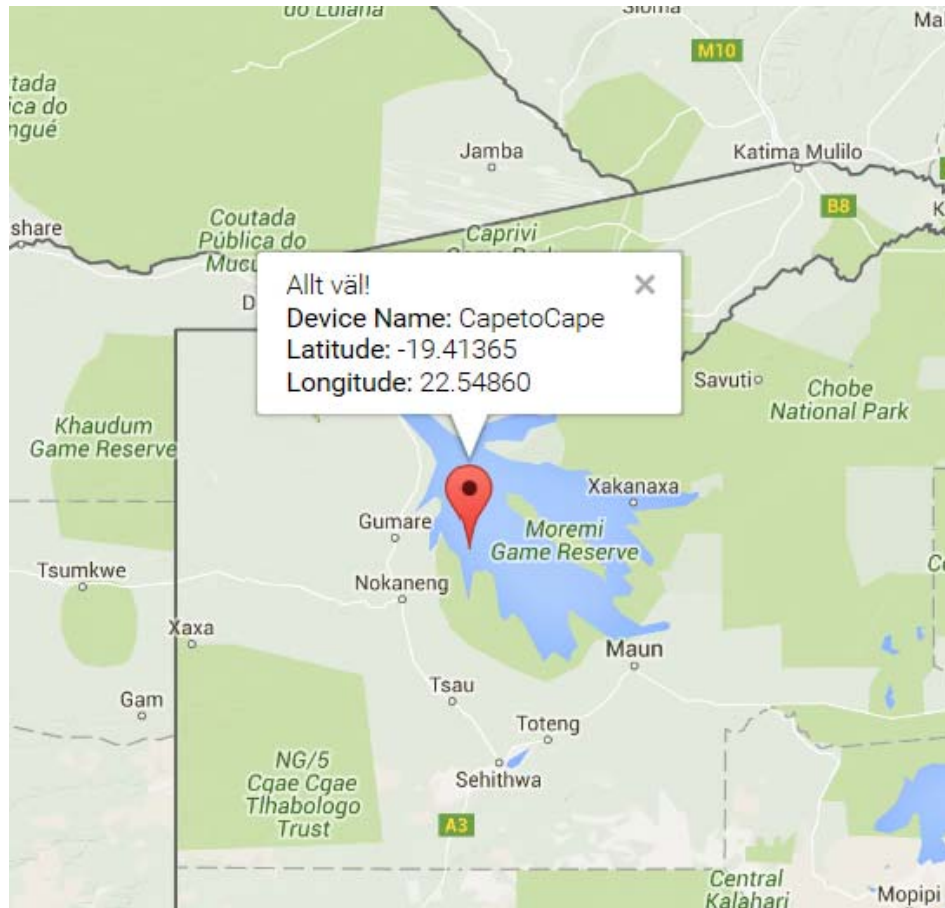
Would have hoped to see SE-AMO on the FR24 today, but did not find him at all.  
During days with no visibility of SE-AMO on FR24, there is at least the message from the SPOT equipment ([www.FindmeSPOT.com](http://www.FindmeSPOT.com)).

When Johan pushes a button an email is sent saying “Soon take off”, then the position lat/long is known, and that Johan will take off in approximately 20 minutes.

Then the same procedure happens at landing, Johan pushes another button and an “All well” message is sent. If there is an uncertainty where he actually is, there is a link to google.map so the exact location is shown.

This morning at 09:44CET, the landing message arrived! When looking closer at the map – coffee was spilled!

From the map it looks like the landing was quite wet!



Later the photo Johan posted showed a very dry air strip from the landing in “Abu”, in the Okavango Delta.

It all went well! Johan is now at a lodge in Maun. The alarm clock is set for 05:00CET and the plan is to fly together with Brett through Kalahari desert to reach Gaborone. A long day ahead. Let’s hope for some good wifi tomorrow night!

Stay tuned for Okavango Part 2!

## Botswana rocks!

Oct 15, 2015



(The Cape to Cape team just got the signal that Johan has landed safely outside of Gaborone, Botswana. Before taking off this morning he sent this update! Read on...)

Today it was an early start for me – up at 0500. I'd not gotten a lot of sleep, but for a good reason: I got up in the middle of the night to see elephants passing the house where Mark, Brett and I were staying.

I must say that I have enjoyed some fantastic flying in my 26-year career, but today was probably the best ever. I followed Brett in his Tiger Moth at low level over a fantastic landscape. We were basically following the river in the north at the border to Namibia. Hundreds of elephants and big herds of water buffaloes were everywhere.

We took brief stops at Selinda and then Abu. At Abu, breakfast had been arranged at a luxury lodge (2,000 USD per night!) and also to meet some elephants that this Lodge is caring for and attempting to return to the wild. The small elephant in the picture is one of the orphans. Very playful!





Botswana has some spectacular areas for wildlife and tourism. The amount of animals is also very impressive. I must bring the family some day to see this!



After flying, there was the usual fuelling process that took too long in the heat. It was close to 40 degrees and there was no protection to be had from the sun. These conditions make even the slightest exertion very tiring. We were fetched by the Thamalakane River Lodge staff and then went on a riverboat safari – very exclusive – with Brett and his friends, Liana and Cornell, who bought this lodge a few months ago. They are doing a fantastic job bringing this Lodge up to a very good standard. Highly recommended.



Evening dinner and now the blog. Tomorrow (Thursday) it's a very early start, with pick-up at 0540. We will try to be airborne before 0700 tomorrow. We're crossing the Kalahari desert all the way to Gaborone – a 4-hour flight with a fuel stop midway at a small airstrip. Fuel has been put out for us, but hidden. Hope it is there tomorrow!

## **Kalahari**

Oct 16, 2015



Yesterday (Thursday) I woke up at 05:00 to be able to avoid the heat mid day. We had a small breakfast at the Thamalakane River Lodge, then me and Brett got a ride with the friendly owners Leana and Cornel to the Maun airport.

Paying fees and filing the flight plan went ok, and slightly after 07:00 we got airborne. We did a fairly straight line between Maun and Gaborone. Not much to follow when it comes to visual references. Kalahari is defined as a desert and is very flat and covered with bushes and some trees here and there. "A wonderful nothing" one could say! We saw few animals as this period is extra dry.

I was yet again following Brett in his Tiger Moth, just relaxing and enjoying the view and the ride.

We landed at the private airstrip Tsama after 1:45 flying time. A gravel strip in the middle of nowhere literally speaking.



Short break with refill of breakfast – anchovies, eggs, muffin, water and coffee! The hidden fuel was still there – so Brett refueled another 3 jerry cans and 60 liters fuel. I was fine with my full tanks from Maun (210 liters...)

Airborne again and another low flying and 2:25 to Gaborone with a nice slight tailwind.

I got really hot and tired, so it was a relief to get back on ground. Waiting for us was Mark in his Husky aeroplane, and Kate – the girlfriend of Brett.

After lunch the poor Moth got a wash, she was really dirty from the engine leaking oil and the dust. We were a team of 5 people washing her. A young instructor popped up and helped out as well. The four wings and the fuselage are now shining again!

Back to Brett's house and got a good rest in his guest house, I was quite exhausted.

In the evening we were all invited to Kent Nilsson, the Swedish Honorary Consul of Gaborone. I was the guest of honor and got to meet 25 guests, among them the U. S Ambassador of Botswana. The President of Botswana himself was also invited, but had other obligations. I was told that the President is also a pilot and very interested in all types of flying. Good to hear!

The evening was informal and very pleasant. I got to show some videos and photos from Cape to Cape and the flying. I might have talked for an hour about the project and my thoughts about what I have learned. It seemed very appreciated.

The internet has been a little bit of a problem, so I am running a bit behind on the updates.

I will have to tell you more about the rhino walk I did early this morning. And I also got some maintenance done during the afternoon today.





The plan tomorrow is to reach Johannesburg, South Africa! Good night, Johan

**South Africa!**

Oct 17, 2015



A bit of a milestone – to get an exit out of Botswana and an entry into South Africa! The 16th country and the final country! I have overflowed a few more countries but that doesn't count!

Today I got a fantastic support yet again from Brett and Mark who escorted me to Pilanesberg. They were flying their Husky's and at Pilanesberg we did the entry and filled out all the paperwork. Took probably 20 minutes and very quick handwriting. Starting to get used to this bureaucracy!

We plan a rendezvous on Wednesday in Kimberly – to give the 100 Scandinavian soldiers that died during the Boer war in 1899 a salute! History is important, and if you are remembered you are not forgotten!

At Pilanesberg Airport we suddenly were in a transport and on the way to Sun city for lunch. Big entertainment and perhaps not my cup of tea, but interesting and my kids would have loved it!

Short of time we rushed back to the airport and I got airborne again and reached the Baragwanath airfield (Photo above: Wolfram Zwecker). Fine welcome and socialising with some of the club members. Then they were very helpful giving me a ride to a family hosting me and a accompanying family/friends from Sweden. I have a fantastic support from Leif, his son Stefan, Leif's sister and husband that just have flown into Johannesburg.

Quick change of clothes and then to a local restaurant and joining the big family with staff watching the rugby between Wales and South Africa.

I'm now dead tired and very happy to have reached South Africa! I rest my case now, and get back to you all tomorrow.

On the schedule is practice aerobatics in this thin air and to give one of the supporters a joy ride!



Photo: Eddie Gold

Practice is intended for an event with SAAB and the South Africa Airforce on Tuesday...

Stay tuned,  
Johan

## The world's oldest still-active flying club

Oct 18, 2015



Barangwanath airfield is the host of the Johannesburg Light Plane Club (JLPC). The first Swedish Moth pilot to fly here, Gösta Andréé, landed in 1929 and met the club before flying to Swartkop Air Force Base. I am doing the same and also going to Swartkop on Tuesday! History is repeating itself – and that was the intention. Proud club members met up to make history and give Cape to Cape a wonderful Sunday morning and afternoon!



Two flights with formation flying with Tiger Moth ZS-UKW and Courtney Watson. An honour! Also met his father, Roy Watson. Also met *SA Flyer*, a South African aviation and travel magazine...Calle Hedberg, a Norwegian who is also doing a Cape to Cape trip in a more modern aircraft, flew all the way here to meet up today! Great guy with a big smile, fantastic to meet a fellow Scandinavian on the other side of the world!





So another great day with very enthusiastic reception and a great interest in the achievement so far. I am staying with the Rossiter family, friends and business contacts of Leif Sundqvist, our Cape to Cape chairman. Last night when I arrived I was taken to the local sports bar with the family and my Swedish friends to see rugby and South Africa win over Wales. Yet again I feel fortunate to get to meet real people with the same enthusiasm as me and who support me and the project! I already feel I have enjoyed success in Cape to Cape. I think I have reached the inner goal of the project: by showing what can be done through investing a little bit of money, a suit, an 80-year-old aeroplane, a huge amount of determination and a big smile, it seems that I have created enthusiasm during my journey.

Don't know about Gösta Andrée? Read about one of my great sources of inspiration and his trip to the Cape in 1929 [here](#).

Reaching Capetown on the 24th is starting to feel like a formality. I am already there in a way...but there's still some way to go. Stay tuned!

### Aerobatics and aspirations

Oct 20, 2015



Here is an interesting experiment for all you open-cockpit pilots out there: aerobatics at high altitude (for us, anyway). I gave it a shot today at Baraganath just to see how it would feel. Not great, I can report... the thin air immediately drained me of all my energy. I'll have to limit tomorrow's air show to only a few maneuvers.

I flew to Swartkop and got a very nice reception, even though the lady in the tower refused at first to grant me permission to land. Turned out she hadn't seen the document and was therefore following procedure... It all worked out in the end!

Some military technicians helped me with an oil leak and then a transport from the base took me into town to the school where I was scheduled to speak. I held a one-hour lecture about Cape to Cape, SAS and aviation for a group of very attentive and enthusiastic teens, who claimed they all wanted to become pilots. A great experience to talk with these kids.



Then it was on to dinner in Johannesburg, with invited guests and especially folks from the Aircraft Factory, who make the great light aircraft called Sling. They're truly passionate about their work – they've flown three times around the globe to create PR for their products – a publicity stunt that sure seems to be bringing them success!

**May the (Air) Force be with you!**

Oct 20, 2015

Well this was one of those days I never will forget!

What a great crew and staff at this friendly Air Force base at Swartkop. Not that active when it comes to the main operations, but very active when it comes to flight museums and they keep over 15 aircraft airworthy! Harvards, Alouettes, DC3s and Tiger Moths...

Got out around 1000 and did an engine run to check the oil leak which has been a problem.

I got help to get it fixed, and I also adjusted some of the wires.

Met with SAAB representatives and prepared some photos on the computer in the hangar, that I would show later in the afternoon.

At 1300 we had a briefing with the Gripen pilots (a 2 seater plane that just flew in).



A bit delayed after some C130 dropping elite parachuters we got airborne around 1430.

We had the Gripen doing big turns and me doing more tight turns and at a lower altitude (150ft).

Intention was to have the photographers getting good shoots on both of us passing by.



Five turns later the Gripen had to continue to refuel as the refuelling at Swartkop was temporarily out of order.

I got to climb. It took me a long time reaching 7000ft (2500ft above the airfield)

I did a looping, a barrel roll, half cuban eight and another barrel roll and the altitude was gone and the finishing of with steep turns to show the turn rate and a slow fly by followed by a fast low fly by and the landing.



The crowd seemed satisfied! To be frank, you do not see much DH60 aerobatic at 5000ft often! (never!) And as some of our followers noticed, I sure did create some "green spaghetti" on FR24.com!

I did a speech for many of the SAAF pilots and others for more than an hour. I think it went well!  
Inspire to go back to basic, to take on challenges in life and to keep a good balance in order to feel well – that were the main topics in my speech I guess!

I feel very satisfied how the day went! Now some SLEEP to get ready to fly around 0800LT tomorrow.  
Short flight to Orient to meet up with Brett, Mark and possible the Sling Aircraft factory.

Then we will fly to Kimberly and the Swedish monument to give the 100 Scandinavians that died in 1899 in the Boer war a thought!

Stay tuned,  
Johan

## 21 October: Diamonds and Boer Vikings

Oct 22, 2015



Left Swartkop AFB this morning after getting a very friendly goodbye from the military staff there. They seemed so fond of my DH60 that I could have left her in good hands there, but would probably never get her back! It was a short flight to Orient, where I met up with Mark from Gaborone in his excellent Husky aeroplane and his passenger Kent Nilsson, Sweden's honorary consul in Gaborone. The Aircraft Factory brothers showed up too, with 2-seater and 4-seater Sling planes that have been around the world several times. (Photo above: Mariska van den Brink)

A journalist and a photographer from the local Sunday Times appeared as well, so we had a nice write-up in the paper and many photos taken, both on the ground and air-to-air as well.

The next flight lasted about 3 hours and was fairly direct to Kimberley, as in the days of Gösta Andrée. It was easy flying initially, with a tailwind that unfortunately turned into a headwind at the end. Lots of turbulence once again as the day progressed and approached midday...as I approached Kimberley I saw some huge pits in the ground left from mining for diamonds. Back in the day, this was a very wealthy town, which actually got electricity before London! Now the diamond industry is almost gone and is not really a big influence here anymore. There are probably more diamonds in the ground but there are restrictions and other problems in getting started with prospecting these areas...

I had a wonderful afternoon with my friends, as Brett Warren, and his wife Kate, Mark, our consul Kent and I went out to a historic battle site from 1899 and the Boer War – Magersfontein. At this site, a unit of 100 Scandinavians called the Boer Vikings set out to defend a strategic hill, and because the signal to retreat did not reach the soldiers in time, they dug in to take on the British Highland Brigade, including Black Watch, Seaforths, Argylls and the Highland Light Infantry. They fought to the last man and the Boer eventually won this battle. The Boer commander claimed that the victory was the work of God – and the fact that the Scandinavians had held that hill.



We looked at the fine granite monument and went out to the hill, an area just slightly higher than the plain around it. Gösta Andrée also visited this monument in 1929. With us, we had a Swedish flag and Absolut Vodka, Swedish caviar and crispbread, boiled eggs and pickled herring. Our picnic there was a truly Swedish salute to the wounded and fallen. I think our Scandinavian fighting brethren perhaps joined us in spirit!



Dinner with friends, including staff from the Grundfos water pump company, made the evening very pleasant. Once again I had an eager audience listening to me while I described Cape to Cape and my thoughts on flying open-cockpit in Africa...always a pleasure and I am so grateful to my hosts for their hospitality and support.





I have to tell you all more about that when I come home and can go through all the wonderful stories, experiences and material I've gathered during this adventure. Let's hope I can put together a book in the future! Anyone interested in an autographed copy...?

**2 days to go!**

Oct 22, 2015



A great BBC interview this morning! Being "on the air" at the crack of dawn is a bit demanding, but good fun, and I think it went well! I Left Kimberley this morning after saying farewell to Kent and Mark, and we all set off towards the old battlefield Magersfontein that

we had visited the day before. All the aircraft went into a “missing man”-like formation over the monuments and the high ground that the Scandinavians had held. I thought about our visit to the monument –here’s another picture from the site.



Mark set off towards check out at Philensberg, while Brett and Kate and I set a course to Victoria West. It was fine flying over a fairly flat landscape dotted with small hills – not desert, but with the now-familiar scenes of a dry climate with little vegetation. We touched down to stretch our legs at a Victoria West airfield with no staff or people around... We ate lunch and had coffee, and then flew on. Initially I had Beaufort West in mind, as stated in my planned route, but we decided to fly onward and land at very nice town called Prince Albert.



One gets almost a Scandinavian or perhaps Alps feeling at this place, and Africa seems far away. Very pretty and picturesque, with a huge mountain ridge close by, and fantastic weather with very good visibility. We were all very tired and everyone got some afternoon sleep. Brett and Kate dined on their own – Kate is celebrating her birthday today.



Tomorrow, I'll make a short hop to Oudtshoorn, south of here. I am starting to feel excited – and a little nervous – about reaching the goal, just 2 days from now. I will play it very safe with the flying...My family is airborne at the moment and lands in Cape Town tomorrow. I am so looking forward to seeing them!!

151022 comments

Swedish Pilot and adventurer Johan Wiklund who is flying a De Havilland 60 Moth from 1935 from the North Cape in Norway to Cape Town, South Africa, following in the slipstream of the route taken in 1929 by the famous Swedish pilot Gösta Andrée "I wanted a challenge, but had I known the extent of this adventure before I set out, I'm not sure I'd have taken it on" laughed Wiklund when he met with Swedish Ambassador Mr Johan Borgstam at Wilson Airport, Nairobi.

Wiklund, who is using the same technology Andrée used over 80 years ago, has undertaken a full-blown adventure. "During this trip I have landed the Moth in complete darkness, I was denied permission to land in a quite few places, and believe me – when it rains, you get wet," he said. But just when things seemed really impossible, help has always materialized.

"This machine has opened doors that I had no idea existed," said Wiklund. "I have met so many friendly and helpful people."

Wiklund is realizing an old dream and at the same time raising money for the *Make reading cool* project, which brings books to children in the Red Hill settlement and Clanwilliam neighborhood in Cape Town, South Africa. "I am fortunate to be able to fly this time-machine and when I am up there I often think of Beryl Markham or Charles Lindbergh and I feel I get it – I understand how they must have felt. I hope to inspire people to take on the challenges they dream of, whatever they may be," said Wiklund.

Wiklund's epic journey ties nicely in to the Embassy's work with Swedish business solutions for airports in Kenya, which is a focus area for the Embassy's promotion work. Team Sweden, including Business Sweden and the Embassy, is organizing a Swedish Airport delegation to Kenya in November. For more information about the Airport delegation and its work, please visit [this website](#). Read more about Johan Wiklund's journey [here](#).

151023 OUDTSHOORN

Prince Alberth! Soon takeoff towards Oudtshoorn!  
Short flight but interesting getting around a high ridge of mountains in between!  
Meeting a flightschool and a flying club I believe!



## Cape Agulhas: Where two oceans meet

Oct 23, 2015



It feels strange to be writing this last update. Don't worry – there will be more blog posts, photos and stories to come, but this is the last update, and my last overnight stay, in the flying adventure of Cape to Cape. I am now at L'Agulhas: the southernmost tip of the African continent. I decided to fly on here instead of starting from Oudtshoorn tomorrow. It's closer to Cape Town, and this makes it easier to reach my goal of landing on time at Stellenbosch, if I should encounter undesirable weather conditions. Next time I send a blog update the trip will be over – barring any problems in keeping schedule tomorrow...

Today I woke at 0555 when Kate knocked on my window. I had plans to join to refuel Brett's Husky, and then leave really early, but had forgotten my laundry – so I remained at the Bergomkant Lodge (very good!) and had a good breakfast and a relaxed start to the day. We fueled Brett's aeroplane and I got also 20 liters to top up my tank. After all, I thought, I was only flying to Oudtshoorn, just south of a mountain ridge. About a 40-minute flight.



I had a nice reception there by Mr Luc Thiry and a flight school for approximately 100 Chinese student pilots. The Moth was pulled into a hangar, and I got to tell the students about Cape to Cape, SAS and flying Airbus jets. Luc took me to his home and family and made a "braai" – traditional preparation of antelope meat over an open fire. It tasted fantastic. Thank you Luc and family!



I wanted to get going to be in a better position for tomorrow and the big day, so we returned to the planes, refuelled and then made the next flight in 1:30, in a very good tailwind. Shortly before I passed Overberg Air Force Base, the tower insisted that I make a low flyby, so I did. It was very windy and turbulent, so I did not get as low as would have liked, but I think it was appreciated! Seeing the ocean from Africa for the first time was also awesome! I love the sea, and for so many weeks, the Africa I have seen has been only dry land. You can see the Indian Ocean in the picture and the Atlantic after Cape Agulhas.



I rounded L'Agulhas and the most southern point of the continent, and then flew back for a landing at Andrew's Field in winds up to 15 m/s – fortunately the winds were in the direction of the runway, so it went well. Starting to get used to this! The owner of the field had seen me fly over town and came out to the airstrip. Now I am safely at Mermaid Lodge. I plan to eat dinner now and make it an early evening.

I can't express how much I am looking forward to Stellenbosch– most of all to see my family, but also to see the schoolchildren, all the well-wishers and press, and to bring this amazing flying adventure to a close with a celebration. See you tomorrow!

#### 151024 FINAL LEG

Final flight to Stellenbosch airfield - reaching the goal of the Cape to Cape adventure! The last leg is sponsored by Peder Andrée - the grandchild of Gösta Andrée! We met at take off from Barkarby, Stockholm September 1st. Thank you Peder for your support! The campaign is extended another week! So please have a look!



[Niclas Ohlson](#) Johan is making the adventure all us guys his age are dreaming about. I've followed him since just before North Cape, and with all the excellent updates along the way it feels like I have been riding along all the way in the front seat of the moth instead of the fuel tank. Thank You, Johan.

I have donated to both the adventure and the make reading cool project, in proportion to what my own economy allows.

At last I would like to encourage all of You fellow followers that have not yet contributed, to take the opportunity to fund now when funding period has been extended.

I wish I was there in person today...smile emoticon

Good luck, Johan.

[Brendan Harding](#) One of the most engaging adventures I've had the pleasure to witness, albeit from afar. It was a real pleasure to join you on your journey Johan, thanks for having us all along in the cockpit with you.

Looking forward to reading the book some day I hope.

But, be careful, you may NOT want to leave Stellenbosch - I know that I didn't.

Safe travels Skipper! smile emoticon

[Historic Wings Collection](#) Well done Johan!! A wonderful achievement, been wonderful following your progress through Africa. Many thanks for sharing your journey with us all.

[Per Sundstrom](#) Enjoy fabulous Stellenbosch and your final flight around Cape Point. I'm sure the people at the lovely flying club will look after you nicely. Very jealous of your last legs in Botswana and South Africa.

[Berra Storm](#) Great job but not one sentence about this in the Swedish press.

I Will follow on FR24

[Hannele Sjöqvist](#) Hats off! It has been a pleasure to follow you, thanks for sharing this great adventure smile emoticon

[Jan Holm](#) Well done!

[Rob Linck](#) Awesome Johan. So glad we had the honour of being a little part of your great success here in Arusha. HONGERA.

...congratulations in swahili.

[Gert Van Lingen](#) Grats [Johan](#), what a splendid achievement. What happens to the Moth, will it be flown back or will it be shipped?

Cheers captain, you earned a brewsky.

*"O Captain! my Captain! Our  
fearful trip is done,  
The ship has weathered every  
rack, the prize we sought is won."  
— Walt Whitman*



[Karin Fridh](#) Congratulations Johan!!!

[Andy Hardy](#) Congratulations on reaching your goal!

[Alessandro Paleri](#) Well done!

[Herve Laoureux](#) Congratulations! It was a dreamed adventure to follow.

[Thomas Haug](#) Enjoy the last leg..

[Angelika Echtermeyer](#) Congratulation. .what an exciting adventure and what a good job

[Manfred Juengling](#) C O N G R A T U L A T I O N

[Johan Wiklund](#) and SE-AMO have arrived safely at Stellenbosch airfield to a fantastic reception. We don't have the actual time yet of touchdown, but whether he made it for exactly 3:10pm or not is only a secondary thought compared to the massive undertaking this brave but humble pilot has achieved. To fly an 80 year old aircraft from the northernmost tip of mainland Europe, all the way to the most southerly tip of Africa with no modern instruments or following support is a true epic in the sense of the word. He has certainly done Gosta Andree and all other Swedish aviators proud.

We reckon there will be a big party today at Stellenbosch and we look forward to images and accounts from the celebrations. But for now, Mission Accomplished...give that man a beer

## Stellenbosch: Journey's End

Oct 24, 2015



I could not have asked for a better finale for the Cape to Cape flying adventure. Today I left L'Agulhas and flew along the stunning coastline, rounding Cape of Good Hope coming from the Indian Ocean side and along the Atlantic. I thoroughly enjoyed making some maneuvers to please the photographer... The view of the Cape was fantastic from above and so very different from the cape in Norway where this all started – here, it's more like a dragon's back or ridge, in contrast to the North Cape's steep 1,000-foot drop to the sea below. (Photo above: Stefan Sundqvist)

After this quick tour of the Cape itself, I just enjoyed flying north, close to Table Mountain and Cape Town. I landed at Morningstar Airfield for a quick break and to adjust the timing – my tribute to Gösta Andrée was to land at Stellenbosch at precisely the same time he did back in 1929: 15.10.

Simply put, what a relief to reach the goal and what a welcome! Almost indescribable. It was very emotional to meet my family...I have missed my children and my wife Lena so very much!

Many others were there to welcome me as well. Stellenbosch Aeroclub arranged a truly wonderful event: a group of children from Red Hill were waiting to greet me. I informed them about the donation to the Make Reading Cool project, and enjoyed speaking with the representatives from the Children's Book Network, the press, and well-wishers on hand to show their support. I gave several interviews, and after several hours, family and friends went to the guesthouse for dinner – and some rest.

There's lots more to tell you all about this day (and lots of people who deserve credit for making Cape to Cape a reality), but tonight I want to savor achieving the goal, and enjoy being reunited with family and friends. Tomorrow I'll be sure to send a longer update. Stay tuned!

**And after the landing....**

Oct 25, 2015

Today it was kind of strange waking up and realizing that I wouldn't need to fly out this morning...and that I was to treat the next week as vacation! I would like to share some photos from yesterday, the first one from rounding Cape to Good Hope.



Photo No. 1

North Cape is fantastic with its stunning cliffs and exotic 71 degrees north. Cape of Good Hope is a beautiful cape, and has a very different shape....like a dragon's back slowly descending into the Atlantic Ocean. Beautiful weather and I really enjoyed the low passes over the ridge trying to find my photographer Stefan Sundqvist. At first it wasn't clear where exactly he was standing, but I think the pictures show that everything worked out in the end!



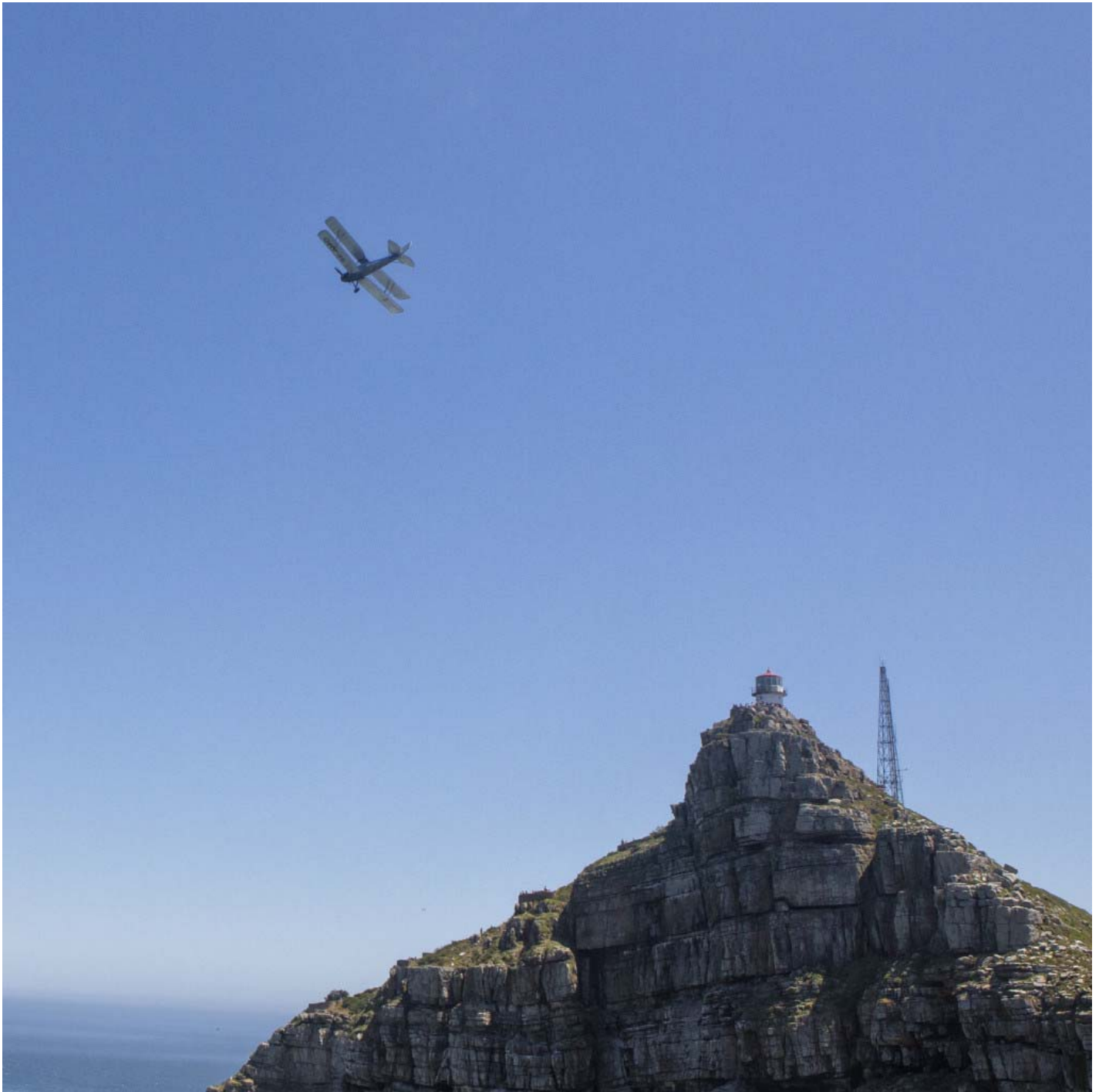


Photo No. 2

I also managed to do a flyby at Stellenbosch – an emotional feeling viewing the crowd that had assembled to meet me and celebrate the grand finale of Cape to Cape. Stellenbosch is an incredible location. I could live here — at least part of the year (January-March – these months I could skip in Scandinavia!).



Photo No. 3

Finally on ground taxiing in to the hangar where the Red Hill kids were waiting together with the crowd. My kids, my wife, my mother and my sister got the first hugs – very emotional!

Today, on Sunday, we went back to the airfield and I did two short flights to give my son David a ride and also Michael. Michael is one of the Red Hill kids and was picked out for the ride in the Moth, because he had excelled at learning to read and write, and for many years he has expressed a wish to be a pilot. His first time in an aeroplane was with me and in a 80-year-old biplane. His joyful shouts up front showed he really appreciated the ride!

No more flying now and on Tuesday starts the work to dismantle and mount in a container. Time and money is up for this time and time to go back to work and my normal life. But there is still a week to enjoy this part of South Africa outside Cape Town!

#### **Look back: Plan B**

Oct 26, 2015

Today I have been spending time with my wife and kids. I also went to a hardware store to buy some stuff needed when loading the aeroplane into the container tomorrow Tuesday.

Let's do a look back, and the precautions I did take just in case I would have ended up in the bush without help – the Plan B...





On the picture I have my Primus kitchen to heat water and make food from the freeze dried packages to the right. You just pour the water into the bag containing the food and wait a few minutes. In total I had breakfast and dinner for ca 3 full days onboard.

Also packed in the waterproof grab bag I had:

- Some strong pain killers
- A strobe and a flashlight
- A handheld air-band radio and extra batteries
- Military emergency package – with fishing line and hook.
- Matches in waterproof bag
- A water bag (blue) for picking up ca 5 litter of any “brown” water
- Bio Cool tablets

The Bio Cool tablets are quite fantastic! Drop a tablet in 5 liters of unclean water and wait 24 hours and then it is drinkable! The tablet is safe to eat and cannot be overdosed. It kills anything harmful to drink!

This is a new Swedish product and is used in Sudan for example. If you concentrate and put one tablet into 1 liter water you get a wound disinfection liquid. In case I had crash-landed and got injured I could have had a chance to create a wound disinfection liquid and cleaned the injuries.

BioCool is also known for FootCare products.

In the baggage I also brought a sleeping bag and a mosquito net, just in case.

So tomorrow the container will arrive to Stellenbosch airfield and I will get help from the family/friends to dismantle the aircraft by taking off the wings and tail plane. The container will be shipped to the home base – Eslov air field, Sweden.



**Preparing for a boat trip** Oct 27, 2015

The container arrived as planned to Stellenbosch airfield mid-day. I think we might have chosen the warmest day so far this summer!



When removing the wings one has to get some support to the top wing. Then you can dismantle the bottom wing and the inter-plane struts. I got great help from family/friends and the personnel at the airfield!



Still some work to be done tomorrow, and then the paperwork. I also had the big pleasure to meet with John Smith a relative to the famous Victor Smith who did epic flights across the African continent. John was very kind to give me a signed copy of the "Open cockpit over Africa" written by Victor Smith himself!

EDDIE GOLD from CAIRO also describes the flight trip at Africa.

#### CAPE to CAPE EDDIE GOLD reports

Following a very busy summer for [General Aviation Support Egypt - G.A.S.E.](#) we started the Autumn with one of the most remarkable flights we have ever been asked to support. This is the flight by Swedish pilot. [Johan Wiklund](#), a Scandinavian Airlines System A320 captain, who is flying his 80 year old De Havilland DH60 Moth from the northern most point of mainland Europe, Nord Kapp to Cape Town in South Africa. This is an attempt to recreate a similar journey undertaken by another Swedish pilot, Gosta Andree in a DH Moth in 1929.

What makes this an exceptional flight is not only because the aircraft is 80 years old and is being flown solo with no accompanying support aircraft, but the open cockpit is also basically 1935 vintage too. No high tech glass cockpit but contemporary instruments, no brakes or navigation/landing lights and a cruising speed of only 75 knots. Johan even uses paper maps for most of his planning and only has a knee mounted Ipad as support.

Johan had contacted [Eddie](#) and [Ahmed](#) from G.A.S.E. a few months before to ask about Egypt. We were able to inform him to fuel availability, prices and also about the regulations etc that he didn't know about...the things that make Egypt a very difficult place to fly a GA aircraft to if you do not have help.

For anyone new to the G.A.S.E. concept...We are a non profit team who actively work to help general aviation pilots fly their aircraft in places they are unfamiliar with. Over the years we have built up a team of volunteers around the world who have the same ethos as us and are willing to help visiting pilots, we also have been actively making agreements with 3rd parties around the world so they can offer discounts and bespoke services to our pilots. Our personal service is 24/7 to the pilots and our enthusiasm and abilities are unquestionable. Because of this and because of the reality that sunk into Johan about the rest of his adventure, he was very happy to ask us to be his support for the rest of the flight...in his words after we said we would be happy to..."I am happy to have GASE supporting me, I do not feel alone anymore"

And of course, we will be keeping all of you updated all the way through the flight.

#### 150915 CAIRO HECA

So to this album, that is ambiguously called 'Cairo Arrival'. I suppose you could call it Cairo arrival x 3...This is because Johan was diverted from his original arrival at October Airport - HEOC, the GA airfield about 30 miles outside Cairo in the desert, and ended up in Cairo International airport, landing after dark. The GASE crew were waiting for Johan in HEOC and when they saw that he had been diverted, there followed a mad drive across Cairo to see if we could meet Johan on his exit from Cairo international. But 7 hours later it became clear he was not coming out...he had been arrested as a spy by the over zealous security forces at the airport who had spotted a GoPro camera on the aircraft...this of course equated to them thinking Johan was a flying James Bond...

By 2am we knew he was going to be there all night so we went home, after making sure the hotel would welcome him, if for some reason he turned up in the early hours, and after a short sleep we were back on his case and trying to get him released...in fact it was very hard to get any information at all...

Eventually it became clear that he was due to be released, but it was still 1am on the Thursday morning after the Tuesday arrival that he was brought to the hotel where Eddie was waiting for him with the ice cold lager he was gasping for.

#### 150916 CAIRO HECA

Finally I can announce that we have our pilot in the warm blanket that is called General Aviation Support Egypt - G.A.S.E. There is a long story concerning what happened yesterday but for security reasons and the pilots personal freedoms we will not report on the 30 hour delay until a later time. But for all those wondering, Johan Wiklund was finally greeted by Eddie Gold from G.A.S.E. at just after midnight on Thursday 17th September, 2 days after Eddie set off for October airport to meet him and Johan left Crete for Egypt. It will make an interesting chapter in any book he decides he to write.

Johan's long standing dream was to arrive in Egypt and relive the scene from 'Ice Cold in Alex' where the main stars after facing so many hardships tasted their first cold beer in a long time...and after these last two days, it was certainly worth waiting for *smile emoticon* (photos)

Tomorrow is a reposition from Cairo International to October airport

#### 150917 6OCT HEOC

After a few hours sleep it was time to reposition SE-AMO from Cairo International to October - HEOC. We took Johan to Cairo and then raced him across the city, us in Abdullah's car and Johan flying his aircraft...he beat us by about 30 minutes and when we arrived his fuelling was well underway. We then arranged for him to taxi down to our hangar and as there was still some daylight left it was decided to give the Moth a quick wash and brush up...that was until the water run out!

Because we knew one of the other aircraft based in the hangar would be departing the next day, it was decided to fold the wing (yes,

the wings fold back) so that there would be no need for anyone to move SE-AMO to get out of the hangar.

As we do for all our arrivals we then went into the office for refreshments; coffee, cold drinks, sandwiches and a relax for a short time under the overhead fans. It was then time to leave the hangar and head back to Cairo and the Fairmont Hotel where we put all our pilots. Johan was suitably wowed by the Fairmont, as is the usual reaction we get and we finished the evening with cold beers and food by the elite pool in a balmy evening atmosphere. The trials of the last 3 days slowly receding and Johan realising he was now in good hands and looking forward to the next day's adventure...Pyramids and camels [smile emoticon](#)

Another tiring day today as we managed to get Johan and SE-AMO finally out of Cairo International Airport. Then followed a race between Johan in his 80 year old DH 60 Moth and me and Abdullah in our modern Taxi to see who could get to October First...and yes, the octagenarian got there first [smile emoticon](#)

After another bureaucratic (?) cock-up we finally got to see SE-AMO arrive at our Hangar. It was a pity that the hangar owner Mohamed Badran Mohamed had missed the arrival but he will hopefully be there for the departure on Saturday.

It was still early enough to give the grand old lady of the skies a quick shower and clean and then with the wings neatly folded she was pushed back into the hangar to have a well earned rest from the searing sun and heat.

The same went for the pilot as we folded his wings and pushed him into the office for a refreshing coffee and sandwiches before the long drive back to the hotel through the worst traffic I have seen for a while.

Johan went and freshened up whilst I ordered a couple of cold beers and then we went out to the elite pool area for dinner...Johan certainly ate well tonight [smile emoticon](#)

Pyramids tomorrow following the first night since he arrived in Egypt where we got to bed before 2am...Zzzzz.

After the traumas of the previous 3 days it was time to give visiting pilot, Johan Wiklund a taste of our famous 'hosting package', which of course meant...'Pyramid Day'. Johan had been eagerly looking forward to meeting Charlie Brown...G.A.S.E.'s famous kissing camel. And it wasn't long before Johan had fallen in love with Charlie too [smile emoticon](#)

Johan's recent anxiety turned to absolute joy as we spent a fantastic time in the desert and at the Pyramids with Charlie & Mickey (the two camels) and their handlers, Ragab and Sabry.

Because of the need to finalise flight plans and forward routings before Johan's scheduled departure from HEOC tomorrow, we had to cut short the usual 'Pyramid Day' activities, but not before Johan gave the Sphinx a kiss and a bit of lunch at the restaurant with a unique view.

Back at the Fairmont poolside it was good to welcome Ahmed back to join the A-Team and his immediate expertise solved some pressing problems which gave Johan an even bigger smile. We were then joined by Yasser Menaissy, one of the few PPL's in Egypt who actually has his own aircraft and flies regularly. A great and successful evening rounded off a day that Johan will remember for a long time to come.

Today is the day that Johan Wiklund has been looking forward to...no problems with bureaucracy, no security people messing things up and the aircraft safe and sound in our hangar means that today is 'Pyramid Day'. And at last, Johan can get to meet our famous camel, Charlie Brown, and because it is tradition, like all our pilots before him, Johan will get to kiss our camel today.

Following the trials and tribulations of the previous 3 days, our visiting pilot, [Johan Wiklund](#) from Sweden who is flying his 80 year old De Havilland Moth, SE-AMO from Nord Kapp to Cape Town, agreed to extend his stay in Cairo by one day so that he could relax a bit and actually see something. As regular followers will know, day 2 of any arrival means Pyramid Day and all that that entails. So mid morning, Friday 18th September we set off from the hotel to show Johan some proper Egyptian hospitality. Friday means better traffic flow in Cairo so we soon reached the Giza plateau with the mighty pyramids wowing Johan from first sight,

Our first stop was the 'Panorama' out in the desert where you can get an overall view of all 9 pyramids...and of course take those tourist shots [smile emoticon](#) Johan posed for a cheeky smile by the tourist police sign as a sign that he can come out smiling.

It was very hot that day and our driver, Abdullah stayed inside the car with the air conditioning on full...which gave us regular respites from the heat as we made our way around.

A quick stop near the 3rd largest Pyramid of Menkhare had Johan even more impatient...after all...his main objective was to meet the famous 'Charlie Brown'.

For anyone who doesn't know, Charlie Brown is our very own adopted camel. He is from a line of very loving camels, so unlike the stereotypical camel that you would really want to take him home with you he is so gentle. He also has a party piece...he likes to kiss our pilots [smile emoticon](#)

So this was Johan's goal...and sure enough, as soon as we reached the base of Khafre's pyramid we saw Charlie being led down to us by his handlers, [Ragab](#) and Sabry, all 3 of them with big smiles [smile emoticon](#)

Charlie was soon snuggling up to Eddie (they hadn't seen each other since July) and then Eddie introduced Charlie to Johan...it looked like a match made in heaven...they got on like a house on fire and were soon kissing and nuzzling each other like long lost lovers!

Then came the [General Aviation Support Egypt - G.A.S.E.](#) safari into the desert where great views of the Pyramids could be had as well as getting to know the camels better. Ragab and Sabry took over the photography as usual and some great shots were to be had.



After a good hour and half out in the desert we made our way back to the Pyramids and found some shade where Ragab brought us some welcome cold drinks as well as some souvenirs for Johan. He gave Johan a lesson in tying the arabic headgear the right way and this made Johan look like a modern day Lawrence of Arabia.

We thanked Ragab, Sabry and the rest of their family who had given us yet again perfect service to our guest and then we got back into the freezing cold taxi to drive down to the Sphinx.

Usually we would have added the Solar Boat, a walk around one of the big pyramids and a visit to the Sphinx from inside the temple...but with the time moving on and some serious planning to get sorted we decided to call it a day and go for lunch before returning through Cairo to the hotel.

But, we had found a gem of a restaurant for Johan to experience with one of the most unique views in the world...Johan was suitably impressed by it all.

Back at the hotel after Johan had freshened up and washed of the Saharan sand we met up at the poolside bar for drinks and food. In the evening Johan was finally able to meet [Ahmed](#), who had just returned from Iraq and Germany and we were also joined by Dr [Yasser Menaissy](#), one of the very few pilots in Egypt flying their own aircraft.

Plans were made, GASE was 'hired' for the rest of the flight and everyone was happy, especially Johan who had turned a corner following his unfortunate first impressions of Egyptian hospitality.

So off to bed we all went with the knowledge that an early start the following day would see Johan on his way to Aswan at last...or would it? Album 3 coming soon.

150918 6OCT

Getting ready to leave for October Airport...again...with Johan Wiklund, in the hope that he can at last leave Cairo today to continue his journey to Cape Town in his 80 year old DeHavilland Moth. Today's destination - Aswan where General Aviation Support Egypt - G.A.S.E.'s guy at Aswan, Samy Saber Siam has been waiting patiently for Johan's arrival since Thursday. Fingers crossed that we can get a quick departure before the dreaded 'Military Activity' NOTAM comes into force at 0800Z.

A quick update on what happened to Johan Wiklund today at October Airport, where he was supposed to depart from to Aswan at 0800Z this morning.

All was going well when we had a problem with re-attaching the wings, which had been folded back for parking in the hangar. It soon became clear that a bracing wire used in the folding procedure had tightened too much and forced the lower starboard wing too high to fit the fastening lock. This was soon sorted and all was ready for departure...even managed to start up and taxi out...We were in the 'Follow Me' car so that we could get as close to take off as possible, to get a great photo...when after a few minutes in the runway hold it was relayed that the airport had closed and the Military had suspended all flying in the Cairo area for one and half hours... So it was back to the hangar to wait out the time...but the time passed and the airport didn't re-open...and finally it became too late to depart in time to reach Aswan before dark.

So some extra maintenance was carried out and another washdown of the airframe and then the airport re-opened...too late. We will try again tomorrow, but we have got some extra things in our favour and a speedy departure is hoped for...at last.

COMMENTS at 29/9/15 about CAIRO and 6Oct

Whilst Johan Wiklund is relaxing in The Aero Club of East Africa, Nairobi, we thought it would be a good time to post the final photo album of Johan's time in Cairo...the actual departure day.

If you saw the previous album you will know that the original departure day, Saturday the 19th September, was cancelled as the airspace around Cairo was closed for military activity just as Johan lined up for take-off on runway 19 at October Airport - HEOC. Although disappointed, we took the spare time to prepare SE-AMO for the next day's planned departure so that we could save time and get Johan on his way before the airport closed again. We worked out that we had one hour to get into October airport, sort out the paperwork, get the aircraft out of the hangar and pre-flighted and get her off the ground...would we do it was the question on our minds as we headed back on Saturday evening to the Fairmont Hotel.

Dinner, a few drinks and a fond farewell from Johan to Ahmed, who could not come with us the next day because of work and then it was an early night for all of us.

Sunday the 20th September and we were on our way by 7.30am...that was Eddie and Abdullah from G.A.S.E. and Johan with just his overnight bag...everything else was already stowed in the aircraft.

Traffic wasn't too bad and we reached the dreaded security gate at HEOC just after 8.45am. Sometimes it can take 30 minutes or more to get through here...but with some pre-arranged phone calls to officers with a higher authority than those on the gate and we were soon through with no problems at all.

So, up to the terminal and a quick check that there were no more fees to pay...a bit of confusion as it seemed that they wanted us to pay \$20, but we didn't know what for...until someone who spoke English came in and told us that the 20 was the change of date for

departure and he needed Johan's signature. So all was well and we were soon on our way down to the hangar. We got the hangar doors open, wheeled SE-AMO out into the shade from the low sun behind the hangar and Johan finished off the packing, pre-flight checks and the donning of his flying gear. Meanwhile Abdullah and Eddie closed the hangar doors so that there would be no damage caused to the aircraft inside when the engine started on the Moth, which may blow small pebbles and sand into the hangar.

There was one final pre-flight operation that had to be done...the placing of the G.A.S.E. sticker on the door of the luggage compartment *smile emoticon*

Eddie held the tail down whilst Johan swung the prop to start the engine...it was quite surprising how powerful the force was as the pilotless aircraft tried to make its own way down the slope to the taxiway...remember, the Moth has no brakes.

There was time for two last photos, of Eddie and Abdullah wishing Johan a good flight, and then it was time for Johan to jump in, call the tower and then taxi to the runway. There was a moment of aviation sadness to join in the sadness of saying goodbye to a new friend and that was when Johan and the Moth turned toward the runway and passed the aircraft 'graveyard' at October...sad to see these modern aircraft that will never fly again, being passed by an 80 year old biplane that was about to fly to Cape Town.

We saw Johan disappear behind the rising sand and waited for some sign that he could take off. There were no other aircraft flying (not unusual) so we had no idea at that moment if the airspace was closed or open. Then we heard the sound of a DH Gypsy Major engine going to full power and a few moments later saw the unmistakable shape of SE-AMO flying along the runway just after take-off.

The rules here in Egypt say that you must reach 8,500ft within the airport boundary before being allowed to continue on your course...so we knew that it wasn't over yet...he may take half an hour to reach altitude and that would take him into the airspace closure period.

We watched as he came overhead on his first and then second circuit and then he was gone, heading south towards Aswan, his next destination. We reckoned they had given him permission to depart lower than usual because of the closure coming up.

So it was time to lock up the hangar and head back to Cairo...but there was one last heart stopping moment...just as we approached the security gate to leave the airport we got a call from Ahmed to say Johan was on his way back to the airport! So we turned around and went straight to the terminal to try and find out why he was returning. We surmised it was because they had closed the airspace, or possibly a tech problem...but no one in the airport seemed to know anything and didn't even know he was returning! In fact he wasn't returning...even though the tracker showed him turning back towards the airport...

In fact he had reached Cairo FIR who noticed his transponder wasn't on and when asked Johan was able to 'miraculously' fix it in mid air before going too far back to HEOC...Cairo ATC was happy with this and let him continue to Aswan where he was met by G.A.S.E.'s amazing Samy who looked after him there.

We got home to Cairo and saw from the tracker that he was well on his way to Aswan, so a cheer all round.

It was a great pleasure to meet Johan and his wonderful old aeroplane, SE-AMO, but we are sorry that he had to endure the stupid security procedures at Cairo International for 30 hours and that was caused by a diversion that need not have been made if the airspace rules in Egypt were more flexible towards the actual aircraft that use it. But in spite of these problems Johan kept smiling and was a joy to be with. A true adventurous spirit that was infectious and a happy go lucky way that meant he was able to face everything in a humble and friendly way. I know we have made a lasting friendship and hope one day that he returns to Cairo, with his family, so we can spend a more relaxed time with him. It was a pleasure to be part of his Egypt experience and we are honoured that he chose us to be his support agents for the whole of the rest of his historic flight to Cape Town. Johan Wiklund, we salute you *smile emoticon*

Johan Wiklund What a fantastic comment about our final day in Cairo!

I felt the same leaving you all behind as I left southbound.

I had made some very good friends in only some few days.

But that is the signature of a true travel I guess!

150920 ASWAN

SE-AMO has just departed Aswan Airport in Southern Egypt and is on its way to Dongola in Northern Sudan. Johan, the pilot will fly this 80 year old DH 60 Moth along Lake Nasser, the man made lake created by the building of the Aswan High Dam. He should pass over Abu Simbel, a famous and historic site from times of Egypt's greatest Pharaoh, Rameses the Great and hopefully Johan will see the amazing statues that were relocated stone by stone to higher ground before the lake covered them forever.

He will then head south into Sudan and the Nubian Desert and eventually reach the 'city' of Dongola. It will be a bit like arriving in a wild west town in the 19th century and a big change from what he has been used to in Africa up to now. Dongola is also famous for its very strange 'Beehive' type dwellings and its own Nubian Pyramids.

WE have contacts in Dongola who will make sure Johan is looked after well and kept safe for his overnight stay before moving on to Khartoum, Sudan's capital, tomorrow.

Today's flight is around 330 NM and should take around 5 hours. But of course...this is Africa and Johan can expect weird course changes at any time.

We at G.A.S.E. are very happy to announce that Johan Wiklund of the [Cape to Cape](#) flight (DH 60 Moth SE-AMO) has arrived in Aswan after a long six hour flight from October Airport near Cairo. Quite a feat of airmanship considering the old girl has to be flown continuously and the instruments are basic. It's also a tribute to the design qualities of those early pioneers that this 80 year old aircraft is still flying so well.

The GASE crew were with Johan for the departure and we can say that for a change everything went smoothly and from arrival at the terminal until wheels off the ground it took about 35 minutes...perfect departure *[smile emoticon](#)*

Below we have some photos from this morning's departure and also a view over what can rightly be called the most beautiful city on the Nile...Aswan, as old as civilization itself and a great place for our brave pilot to rest his aching limbs. Samy, GASE's guy at Aswan will be looking after Johan in Aswan and if all goes well then Johan is off to Sudan tomorrow

#### 150921 DONGOLA

Johan has left Dongola behind and is on his way to the capital of Sudan, Khartoum. His short stay in Dongola was made special by the welcome from the Tourism minister who not only made sure the transit through the airport went as easy as possible but also took Johan on a tour of this forgotten city in the desert. If you are adventurous in spirit then add this gem to your list of places to go. In contrast, today Johan will reach the bustling capital, Khartoum, where history has been made and changed many times in the past. It lies on the confluence of the White and Blue Nile, where they become the one Nile we all know.

The plan is for Johan to spend 3 days in Khartoum, mainly to recuperate after 3 consecutive days of long hard flying. 5-6 hours in the air in an 80 year old Moth is a different experience than 6 hours in a long haul flight in a Boeing 777. Johan has to fly the aircraft all the time, no autopilot in SE-AMO. He has very basic instruments and as reported earlier, had to fly at high altitudes where the temperature was only a couple of degrees above freezing...in an open cockpit! When he did come lower then the thermal activity coming off the scorching desert would have made the flight very bumpy indeed.

During his 3 days rest in the capital Johan will still be busy. He has a number of meetings arranged; one with the Swedish Ambassador and another with the Head of the Sudanese CAA (Civil Aviation Authority)...both meetings are social events to honour our brave pilot. Today's flight is around 300 NM and should take around 5 hours. But of course...this is Africa and Johan can expect weird course changes at any time.

#### 150922 KHARTOUM

We are happy to report that [Johan Wiklund](#) in SE-AMO, the 80 year old De Havilland Moth, has just departed Khartoum after a 3 day sojourn to recharge his batteries after some extreme flying over the Sahara last week. His next destination is Damazin in south western Sudan where he will spend the night before hopefully moving on to Kenya. We say hopefully because the sector from Damazin to Kenya is a problem because of range, winds, terrain and war zones! Many different things have to come together to get Johan safely through this barrier and you can rest assured that [General Aviation Support Egypt - G.A.S.E.](#) along with a number of other agencies are all working hard to give Johan a safe flight to Lokichoggio in Kenya.

But today he will see the Sahara start to turn colour as he reaches sub-Saharan Africa. More cultivation and scrubland will start to take the place of desert. Damazin is a bustling 'old' town being regenerated by the building of a dam that has created a reservoir to help irrigate the surrounding area.

That was close! Johan has touched down in Khartoum in SE-AMO. But the tower also let an arriving Etihad A320 join the approach behind Johan. One aircraft doing 70 knots, the other doing 150 knots. 1,000ft separation and closing...and as Johan touched down they aborted the A320 which then powered up and went around again.

Another chapter of the story begins...Luckily, no damage done (fingers crossed), but waiting for report from Johan...an emergency departure from the active runway is not something you want to try in a tailwheeled, 80 year old aircraft.

Hopefully Johan can now have a well earned 3 day rest...and that goes for the 'old girl' too

#### 150925 DAMAZIN

We can confirm a safe arrival by [Johan Wiklund](#) in DH Moth, SE-AMO, at Damazin airport in south east Sudan. Johan reports that all went well but he did face some headwinds and that the service from the [General Aviation Support Egypt - G.A.S.E.](#) agents at Damazin is good. He also met another visiting pilot in a Cessna Caravan on arrival and has arranged to meet up tonight for drinks

Johan has just departed Damazin on what can be described as a 'Transition' day. He will be flying SE-AMO, an 80 year old De Havilland Moth from Damazin in Sudan (Northern Africa) to Lokichoggio in Kenya (what we call Central Africa). Everything will seem to change during this 550nm, 5-6 hour flight - the browns and yellows of the desert will turn to lush farmland, the terrain will have more



features and the people will change as well, although we know he will get the same warm welcome as he has from everyone he has met up to now (Egyptian security apart).

The flight will be long, made longer by the unwillingness of the Ethiopian CAA to allow a tech stop at one of their border airports, this was even with diplomatic pressure. So if you see the map below you will see how the flight has to dog-leg around the Ethiopian border. There are number of other airfields en-route if Johan needs to land for whatever reason but we are aware of the situation in South Sudan and a route around 'problem' areas has been chosen.

We look forward to seeing Johan arrive at Lokichoggio, a favourite destination for the many G.A.S.E. pilots who have done this route before. As usual we will be putting Johan up in Camp 748, his first taste of Central African hospitality...OK, it may be a mud hut, but it is a luxury mud hut smile emoticon And it does have WiFi...

A stop of 2 nights in Loki will be followed by a flight to Nairobi where a great welcome is planned for our intrepid pilot and his trusty aeroplane...so the stay in Lokichoggio will be a relaxed one, so Johan can chill out, recharge and be ready for the party to come in Nairobi smile emoticon

#### 150926 LOKICHOGGIO

We are very pleased to be able to report that Johan has landed safely at Lokichoggio in Kenya after a massive flight today. On the phone he just mentioned it was a flight of massive proportions with many stories to tell...but first he is going to Camp 748 to get a shower, something to eat and then have a rest...I am sure he will amaze us all with today's adventures when he feels up to writing his blog.

I can tell you that he departed Damazin at 0405 UTC this morning and arrived 1215 UTC nearly 8 hours later! This was a flight of epic proportions and Johan deserves the coldest glass of lager ever when he reaches the hotel.

Well done sir, we at G.A.S.E. salute you.

#### 150928 CAIRO

Although it is obvious through the posts on Facebook that recently we have been supporting a flight by a De Havilland Moth, what is not obvious is that [General Aviation Support Egypt - G.A.S.E.](#) has also been busy with a number of other flights, in different places throughout the world. But yesterday we were lucky to have one of these flights arrive at Cairo International. Cessna Citation CJ2, F-HMSG, is here for a two night stop whilst its passengers do some sightseeing.

G.A.S.E. Co-Founder [Ahmed](#), was on hand to supervise the arrival and organise all the services on the apron at HECA. Permits and transfers were also included in our service and a happy crew and Pax were soon on their way to their hotels.

A Biz Jet may not exactly be a general aviation aircraft but we are flexible and can offer the famous GASE service and discounts to all pilots of all kinds of aircraft.

#### 150928 NAIROBI

It is with great joy we can let you know that Johan has arrived at Nairobi Wilson Airport in SE-AMO. Quicker than expected but still a long flight, we are sure he is now happily enjoying the welcome that has been arranged for him at the [Aero Club of East Africa](#). And...just before reaching Nairobi he flew from the northern hemisphere into the southern hemisphere when he crossed the Equator! This means he has flown from north of the Arctic circle to the Equator in an 80 year old De Havilland Moth! Geoffrey De Havilland would be so proud of him and his trusty aircraft.

The adventure continues. [Johan Wiklund](#) has taken off from Lokichoggio in the far north west of Kenya and is now making his way south East towards his hoped for destination of Nairobi Wilson airport. Weather and winds will be the factor as to whether he makes it all the way to Nairobi today or if he stops at Nanyuki, his alternate airport about 100nm north of Wilson.

Nanyuki may be a stop for fuel if he has headwinds and he will then decide if it is OK to carry on to Nairobi, but if winds are kind and he feels OK, he will be flying direct to Nairobi with no stops. Whatever happens we can expect a flight lasting possibly 6 hours.

Johan reported back to us that he felt refreshed and ready for today's journey after his rest in the mud hut in Loki and he is looking forward to the famous East African Aero Club hospitality (EAAC).

The Aero Club at Wilson Airport has been a famous meeting point throughout aviation history with many pioneer aviators staying there. Johan will be the next to join the list of luminaries that include Ernest Hemmingway, Karen Blixen, Beryl Markham and many more.

Famed for its food and ambience, Johan will be well looked after as [General Aviation Support Egypt - G.A.S.E.](#) has been coordinating with contacts old and new at the EAAC to make sure that he has a great welcome on arrival and there will be a number of events taking place to make his stay even more memorable. Many thanks to the staff at the [Aero Club of East Africa](#) and especially [Lars Svensson](#) who has been a great help with planning.

Johan will be staying in the aeroclub's own accommodation, possibly even in a room used by one of those pioneers back in the 30's. But with a fantastic restaurant, well stocked bar, swimming pool and gardens with views over the busy GA airport, we are sure Johan will feel he is in paradise again.

Two things to note about today's flight...he will be flying low in the Famous Rift Valley where ground level is below sea level and just before he reaches Nairobi he will be crossing the Equator!

Happy landings Johan, there are many people ready to buy you a beer on arrival [smile emoticon](#)

#### 151003 ARUSHA TANZANIA

We are happy to report that Johan has landed safely at Arusha - HTAR in Tanzania, following a brief stop in Kilimanjaro Airport for Customs.

He is being met by Rob Linck, former Aero Club of East Africa Chairman who will be hosting Johan for 3 days in Arusha...Rob reliably informs me that there are some birthday surprises awaiting Johan. Enjoy your day Johan, you deserve a great birthday [smile emoticon](#)

☑ [Anthea Gould](#) Happy Birthday Johan. Great news that the flight went well. Have a great rest of the day smile emoticon

☑ [Per Andersen](#) HAPPY BIRTHDAY Johan smile emoticon - and well done !!!!!

☑ [Aero Club of East Africa](#)

[Ric Gibson](#) Happy Birthday Johan!!! Enjoy it and know that I'm envious of your bird. There's NOTHING like the feeling of freedom in an open pit bird.

....from the Snows of Kilimanjaro to the Serengeti plains.....cheers from [Johan Wiklund](#) and myself.....off tomorrow morning to south Tz,,,evening with [Otto Ulyate](#) and [Dennis Neylan](#)...then Zambia. Fantastic four days here in Arusha. [Eddie Gold](#),,,what a great service you provide,,,been a pleasure to "know you" via texts and emails! Safari njema.

[Eddie Gold](#) Thank you Rob, it was a great pleasure to get to know you during this stage of Johan's flight and wondering why it took so long to get to know you personally seeing you have looked after a number of our flights in the past. I hope we can work together again soon as we do have some more 'adventurers' coming your way in the near future. Thank you for looking after Johan and SEAMO so well and for all the contacts that you have passed on to us and to Johan. it's what makes a good flight great..the people who the pilot meets on his journey who add the back story to the flying smile emoticon

[John Rood](#) "Come to Africa [in an 80 year old Tiger Moth] for the beer, stay for the 80kt headwinds, sandstorms, airspace closures, oil changes, and more beer!" smile emoticon.

Since Saturday when [Johan Wiklund](#) flew SE-AMO, his 80 year old De Havilland Moth out of Nairobi and into Tanzania, he has been hosted by former Chairman of the [Aero Club of East Africa](#), [Rob Linck](#), in Arusha, near Mount Kilimanjaro.

Johan arrived on his birthday and was surprised to find local schoolchildren waiting for him so they could sing happy birthday to him!

On Sunday Johan visited a local 'Coffee Lodge' where Rob had arranged a meet and greet with many Tanzanian pilots turning up to wish Johan well, offer advice and listen to his tales of daring do.

Today, Monday, he was asked to give a talk about his flight to the assembled children at a nearby international school. and going by the photo there was a good turnout.

[General Aviation Support Egypt - G.A.S.E.](#) has not been resting whilst Johan has been in Arusha, we have been sorting out the permits and routing for the next legs of the journey, due to re-start tomorrow, 6th October, but with little internet connection with Arusha it has been a difficult process. The original plan has been revised and rescheduled a few times over the weekend as Johan has been given suggestions from local Tanzanian pilots of where to go. So for now, Malawi is now off the schedule (it had come on to the schedule a couple of weeks ago) and a couple of new stops have been added. We will of course update everyone as we confirm details.

So get ready to start up your trackers again, all being well, Johan and SE-AMO should be flying again tomorrow

#### 151006 DEPART from ARUSHA to DODOMA TANZANIA

We have just been sent a notification from [Rob Linck](#) that [Johan Wiklund](#) departed Arusha at 0523Z. He will now fly 300nm to a private airstrip south of Tanzania's capital, Dodoma. The 4+ hour flight will take him almost the whole length of Tanzania, flying over a changing landscape that will include endless savannah, forested plantations and lush farmland. He will also be flying down the famous Rift Valley again with amazing sights of ridges, deep valleys, rolling plains covered in wildlife and many small tribal villages dotted around the landscape.

But where is he going I hear you ask. The answer is not as easy to explain as it has been in the past.

His first destination is Kitemela. An airstrip only locatable by knowing the geographical coordinates. (see photos).

At this farm airstrip he will then meet a contact called Alan who will look after him until another pilot called Otto arrives in his Cessna 206. Otto will then fly Johan to his farm at Malambala, 10 minutes away, where they will spend the night! SE-AMO will be safely hangared at Kitemela.

This is certainly bush flying at its best; which we are sure Johan will enjoy immensely.  
Tomorrow will be a relatively late start for Johan as he has a short flight to Mbeya, his last stop in Tanzania before entering Zambia...and [General Aviation Support Egypt - G.A.S.E.](#) are happy to say that we received the Zambian permits within 24 hours...a new record I think. Thanks to our guy in Zambia, [Grant Mitchell Welch](#) for some inspired support for Johan, with much more to come. You can follow Johan's flight live by going to FR24 and entering SEAMO as the aircraft you want to follow.  
<http://www.flightradar24.com/SEAMO/77b8e60> (be aware that there are blind spots in the coverage...it may lose Johan's track, but it will come back later)

#### 151006 TANZANIA KITEMELA

We are happy to report that Johan has arrived at Kitemela airstrip in southern Tanzania. He will leave SE-AMO in a hangar at the airstrip whilst he flies in a friend's Cessna 206 a further 12 miles away to a farm strip at Malambala, returning tomorrow to continue to his final stop in Tanzania, Mbeya.  
We are not sure if Johan will get internet connections before Mbeya, but we did get these photos from Rob Linck, who hosted Johan in Arusha, showing the farewell's this morning before Johan departed south.

#### 151008 TANZANIA KITEMELA

We believe Johan Wiklund has departed Kitemela in Tanzania to continue his historic Cape to Cape flight in the 80 year old De Havilland Moth, SE-AMO. We received a text at 0445Z from Johan saying he would be departing soon (which fits with his proposed 8am local-time scheduled departure) but with no tracker or way to get confirmation then we have to surmise he is airborne. Johan has spent the last 2 days deep in the Tanzanian hinterland, arriving at Kitemela airstrip on the 6th and then being ferried a few miles to a farm belonging to Otto, a farmer who has hosted Johan at his farmhouse. Johan then returned to Kitemela last night to stay with Alan and Jo Mayers so he could make an early start today. His flight today will be a comparatively short one of just 140nm to Songwe International airport just outside Mbeya in southern Tanzania. He will be met by our contact, Donald Mbukwa who will take him through the bustling city to his accommodation at the Utengule Coffee Lodge, where he will spend the night before continuing tomorrow into Zambia!  
It's interesting to note that he may be two thirds of the way from Cape to Cape but is only half way on his journey through Africa. Many more adventures to come I am sure *smile emoticon*  
[Eddie Gold](#) Yes, I wrote on p[revious message thread to you...He arrived at 0800Z at Songwe...Donald met him and they have been getting mogas from a petrol station. I think they are now on their way to the accommodation *smile emoticon* FR24 is no good in that region and I expect the same tomorrow *frown emoticon*.

#### 151009

Johan has just departed from Songwe/Mbeya airport (HTGW) on the next leg of his historic flight in an 80 year old De Havilland Moth, SE-AMO from Nord Kapp in Norway to Cape Town, solo! After a week in Tanzania he will be flying a much longer leg today than he has been doing recently, into the wild North East corner of Zambia.  
The flight is expected to take between 4 and 5 hours and will be flown over some very inhospitable country...heavily forested, between high mountains, along crocodile infested rivers and through national parks that are home to many diverse species...including the big cats!  
With very few places for a landing and with the tracker probably being non-existent, we will be holding our breath until we hear from Johan after he has landed in Mfuwe International Airport.  
Although called an international airport, it is in fact a runway cut out of the surrounding forest to cater for the thousands of wildlife tourists who come to visit the South Luangwa National park. No cities here, or even large towns...the area is made up of Safari Lodges and bush camps. We have booked Johan into the nearest Lodge to the airport, the Three Cities Mushroom Lodge, where he will be able to rest after today's flight, relaxing with a beer whilst overlooking the lagoon which the local wildlife use as a watering hole. Johan will be in a self contained bungalow...but may have visitors...the wildlife does come right up to your front door here!  
Johan has been promised some amazing sights as he flies down the 200 mile Luangwa River Valley, from dense tropical forest to fantastic waterfalls...but with very little in the way of human activity...including no airports.  
We will let you know the minute we hear that he has arrived safely in Mfuwe.

#### 151009



We are pleased to report that Johan has arrived in Mfuwe, Zambia after a much quicker flight than was forecast. He has managed to get avgas (when it was stated that the airport was dry), apparently by just smiling at someone [smile emoticon](#). He has cleared customs and filed tomorrow's flight plan to Taranaki and the driver we have arranged has now picked him up and he is on his way to the Mushroom Lodge to have lunch with the local wildlife

151009

This is really worth reading and if you believe in adventure without massive sponsorship by large commercial companies (like some so called 'epic flights' have) then surely Johan Wiklund and [Cape to Cape](#) deserves your support and if possible, a little bit of your spare cash so that this historic flight can be completed as planned as well as helping to bring education to deprived children. I can personally tell you that Johan is truly a humble hero, his story is amazing and inspiring and his aircraft is a marvel. Enjoy the continuing adventure and become part of it too by donating to the flight. Thank you

151010

With no proper contact with Johan this morning we can only surmise that he has taken off from Mfuwe. An automated signal was received at 0600Z; this is usually received when Johan turns on his tracking equipment; so with time for checks and taxiing we now think he is on his way. Although the tracker sent a start up signal we don't expect SE-AMO to be visible on FR24 until maybe nearer the Zimbabwean border.

Today's flight takes Johan 300nm SE from Mfuwe to a farm strip, 30 miles south of the capital Lusaka, called Taranaki (FLT1).

This stop was added when a follower/friend invited Johan to use his runway and facilities instead of landing at the much more expensive Lusaka airport.

Taranaki is home to a crop spraying facility and should have everything Johan needs.

Johan will notice a massive change in the scenery during his 4 hour flight. Taking off from Mfuwe in the heart of the South Luangwa National Park, he will follow the Luangwa river valley south towards the Zimbabwe border before turning east towards the capital city. Here the parkland turns into a more populated region where farming is the mainstay for the local communities.

There will still be amazing sights to see; mountains, rivers and forests, but maybe the sight of a thousand circular fields, created by the reach of the rotating arms of an irrigation machine, will be something quite different!

Johan will spend one night at Taranaki before flying on tomorrow to the famous Livingstone...home of the Victoria Falls.

151010 TARANAKI

We have just received word that Johan has landed safely at Taranaki in Southern Zambia. he will stay here overnight as the guest of a local crop spraying pilot. Tomorrow is Livingstone and the Victoria Falls!

151011 LIVINGSTONE

The next part of [Johan Wiklund](#)'s adventure has begun. He departed Taranaki airfield; where he was hosted by crop spraying family, John and Marna Miers; at 0645Z and is now on his way to something special. Livingstone in the south west corner of Zambia. Why is it special? Because it is named after the explorer, David Livingstone who 'discovered' one of Africa's most iconic features...the Victoria Falls. It's also special because [General Aviation Support Egypt - G.A.S.E.](#) has one of its famous volunteers there. [Grant Mitchell Welch](#), who flies sightseeing trips over the falls in Microlights and helicopters, will be Johan's host for the duration and already has some amazing things lined up for him. We have Johan booked into the [Maramba River Lodge](#) where Elephants roam freely past the restaurant on their way to the river. He will be within 4km of the actual Victoria Falls but Grant is working on getting him special dispensation to fly over them in SE-AMO whilst being accompanied by a Helicopter so as to get some great air to air photographs. Another experience lined up for Johan means getting close up to some cats...and we don't mean the usual domestic feline... All in all, today's 2 hour flight will take Johan and SE-AMO into a spectacular area of Africa with some equally amazing experiences to come. Check out this video of his accommodation... [https://youtu.be/l7\\_xujL\\_eHU](https://youtu.be/l7_xujL_eHU)

We are happy to report that Johan has arrived safely at Livingstone International Airport in SE-AMO (11:00 local time). He was greeted by G.A.S.E. contact Grant who was quick to send us this great photo of SE-AMO on the apron at FLHN. More photos to come says Grant...we are looking forward to them

📧 [Eddie Gold](#) Hi Marna, if you are still with Johan can you ask him to try and contact me ASAP.

📧 [Marna Miers](#) Hi Eddie, Johan was airborne at 08:50 eta Livingstone 10:50.

📧 [Eddie Gold](#) Thank you Marna...just received departure text from Johan...2 hours to Livingstone...thank you and John for looking after him, he really enjoyed his stop with you smile emoticon

📧 [Marna Miers](#) Great, was so good to meet him!

[Eddie Gold](#) He's a really nice guy smile emoticon

#### 151012 LIVINGSTONE

We have the first photos of Johan's arrival at Livingstone International Airport in SW Zambia earlier today, courtesy of Grant Mitchell Welch, the G.A.S.E. representative for this region.

SE-AMO is looking good in the photos as is the pilot *smile emoticon*

it is time for some R & R at the lodge we have arranged for him, with some great wildlife to keep him company...as well as local pilots to share a beer or two with tonight.

Thank you Grant for being on hand to welcome Johan and SE-AMO to your beautiful neighbourhood.

#### 151013 BOTSWANA

Johan is due to depart Livingstone and Zambia and enter Botswana, the final country before his arrival in South Africa.

He and SE-AMO have spent a varied and interesting time in Zambia, meeting some great people and having some amazing experiences.

Yesterday Johan toured the world famous Victoria Falls which were, sadly, suffering from a lack of water! In the evening he met up with G.A.S.E. representative in Livingstone, Grant, and along with Grant's brother had a great last night in Zambia.

During Johan's flight through Africa G.A.S.E. have been able to offer him the our famous accommodation finder service. So, whenever he has needed a place to stay, other than that generously offered by local contacts, we have tried to give a wide variety to his lodgings. From the 6 star luxury of the Fairmont Towers in Cairo to the Safari lodges and mud huts in central Africa...but the accommodation in Livingstone was way out of the ordinary. A luxury tent set in a wildlife park...where reported he had a hard time getting to sleep because of the Hippo outside making such a noise eating the local vegetation...but he also stated that he was loving it *smile emoticon*

Today, Johan flies SE-AMO to the airport at Kasane, only 40 nm from Livingstone! There he will be met by another contact, Brett Warren who will join him in his own Tiger Moth and fly in formation with Johan during his time in Botswana.

After the formalities of entering Botswana the two Moth Pilots will fly to an Elephant Sanctuary and spend the night there. This will be in the Okavango Delta, the world's largest inland delta, famed for its wildlife.

#### 151014 BOTSWANA

By the time this report is posted there should be two vintage De Havilland biplanes flying low, in formation, over the northern Botswanan landscape. [Johan Wiklund](#) in DH60 Moth SE-AMO will be joined by our contact in Botswana, [Brett Warren](#) in his DH Tiger Moth. There may be a 3rd aircraft following, a Husky, but as can be deduced, there has been very little information forthcoming from Kasane (where Johan spent yesterday) concerning the trio of aircraft. The same goes for images and with poor internet connections (if any at all) the ability for Johan to send us images is non existent at the moment. We know there will many fans of this adventure, along with fans of old De Havilland aircraft who will be salivating in expectation of seeing images of two DH biplanes flying low over the Okavango...so we are really hoping that Johan gets some decent internet when he reaches Maun later today.

The route from Kasane to Maun is 160nm...if you are a crow...but as Brett reported, they will be flying their aircraft south in the way they were designed to fly...free. Expect a 2 hour 45 minute flight to be stretched out to maybe 3 hour 30 minutes as they detour west to take a low level jaunt over the Okavango Delta.

They will stay in Maun overnight before flying down to the Botswanan capital, Gaborone, tomorrow.

We at [General Aviation Support Egypt - G.A.S.E.](#) expect to post the full South African schedule later today which will allow anyone who is interested in seeing Johan and SE-AMO to make their way to the various airfields along the way.

#### 151015 BOTSWANA

Johan flying SE-AMO, accompanied by Brett in his Tiger Moth, took off from Maun in Northern Botswana early this morning (0500UTC) for a 300+nm flight to Brett's home city and capital of Botswana, Gaborone in the far south of the country, close to the South African border.

Yesterday's flight from Kasane to Maun took in the famous Okavango Delta, but poor internet coverage meant that we will have to wait for Johan's proper report and images. We can fill in some gaps though. The journey yesterday did include two 'tech' stops for fuel and rest...these were at Seronga on the Northern edge of the Delta and then at Abu, slap bang in the middle of the geographical feature that in the rainy season may well have seen the two biplanes landing in a lake!

We also know that soon after arrival at Maun the adventurers went on a boat trip on the Thamalakane river and had a great time. Today's flight of possibly 4 hours will have the pair of De Havilland icons traversing the great Kalahari Desert. They will make a landing to top up with fuel at a rough strip cut out of the desert at a place called Tsama. They will then continue south west, crossing the Tropic of Capricorn before reaching the capital city, Gaborone.

We believe we may even get the FR24 tracker back online as SE-AMO nears the capital!

Johan has some appointments to meet Swedish embassy dignitaries in Gaborone and will also take time to do some minor maintenance work on the aircraft, so will be stopping in the city until Saturday when he will depart for South Africa, the last country on this epic journey *smile emoticon*

You can follow Johan's flight live by going to FR24

and entering SEAMO as the aircraft you want to follow.

<http://www.flightradar24.com/SEAMO/77b8e60> (be aware that there are blind spots in the coverage...there may be no coverage until the latter stages of the flight today)

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131015 FROM Flyer magazine Vintage Moth pilot reaches Botswana First Posted: Tue 13 Oct 2015

Swedish pilot Johan Wiklund is on his way to Botswana, the final country before South Africa on his epic trip flying his 1935 de Havilland Moth 60 from Norway's North Cape to the Cape of Good Hope. Johan is flying with minimal nav aids, no support aircraft and on his own limited budget but finding friends all along the way who are prepared to help.

Johan's only support is coming from General Aviation Support Egypt (GASE) which has contacts throughout the African continent. His most recent experience was at Livingstone, Zambia where he toured the world famous Victoria Falls "which were, sadly, suffering from a lack of water!". In the evening he met up with GASE representative in Livingstone, Grant Mitchell Welch, who works for a local tourist flight company.

Eddie Gold of GASE, who is based in Cairo, said, "During Johan's flight through Africa GASE have been able to offer him our famous accommodation finder service. So, whenever he has needed a place to stay, other than that generously offered by local contacts, we have tried to give a wide variety to his lodgings.

"From the 6-star luxury of the Fairmont Towers in Cairo to the Safari lodges and mud huts in central Africa, but the accommodation in Livingstone was way out of the ordinary. A luxury tent set in a wildlife park where he had a hard time getting to sleep because of the hippo outside making such a noise eating the local vegetation!

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"After the formalities of entering Botswana, the two Moth Pilots will fly to an elephant sanctuary in the Okavango Delta, the world's largest inland delta, famed for its wildlife, and spend the night there."



## 151016 GABORONE BOTSWANA

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[Johan Wiklund](#) and SE-AMO, along with [Brett Warren](#) in his Tiger Moth, have landed safely in Gaborone, the capital of Botswana. A 2 night rest follows with some events planned as well as some maintenance. Then it is South Africa on Saturday! Johan and SE-AMO, along with Brett in his Tiger Moth, have landed safely in Gaborone, the capital of Botswana. A 2 night rest follows with some events planned as well as some maintenance. Then it is South Africa on Saturday!

## 151017 GABORONE

It's a big day today in the Cape to Cape flight of Johan and SE-AMO...he reaches the final country on his marathon flight from Nord Kapp in Norway as he crosses from Botswana into South Africa.

He has departed Gaborone, the capital of Botswana, where he spent the last two nights in the company of Brett, our contact in Botswana who also flew alongside Johan in his own Tiger Moth from the north of the country to Gaborone, having numerous adventures and memorable experiences along the way. The only fly in the ointment during Johan's time in Botswana was the poor internet connections which has kept the reports and images down to a minimum, so I guess there will be some amazing stories and photos to come soon.

Today's flight will see him land at Sun City/Pilanesberg Airport which has the required customs facilities for an entry into South Africa, but he will then fly on to Baragwanath airfield, south of Johannesburg where he will be based until the 20th.

He will be hosted at Baragwaneth by the Johannesburg Light Plane Club (JLPC), the oldest continually active flying club in the world, who will certainly give him a special welcome.

Johan will also be met by Leif, a family friend who has been arranging special events in the Johannesburg area. So a busy time ahead for Johan before he starts moving south again on the 21st, towards his final goal...Cape Town.

You can follow Johan's flight live by going to FR24 and entering SEAMO as the aircraft you want to follow.

## 151020 SWARTKOP

[Johan Wiklund](#) is back on schedule following his 4 day break in the Johannesburg/Pretoria area. He is now flying SE-AMO from the South African Air Force base at Swartkop to Kimberley, south of Johannesburg. Here he will be met again by fellow pilot [Brett Warren](#) in his Tiger Moth and also should meet up with a Sling Aircraft from the Aircraft Factory team, who Johan met on Monday night. Johan will be overnighing in Kimberley and hopes to visit the Scandinavian Boer War memorial to honour the Swedish soldiers who died during the conflict.

## 151021 KIMBERLEY

We are happy to report that [Johan](#) has arrived safely at Kimberley Airport. Hopefully Brett and the Sling team are also there to greet him. A little bit closer to Cape Town...tomorrow - Beaufort West

## 151022 PRINCE ALBERT (FAPC)

Johan has departed Kimberley and is now going to fly another long leg south so he can be positioned in the right places ready for his Saturday run into Cape Town. With poor connections last night we were unable to receive images from yesterday or any changes to the plan. But this morning we were in sms contact with Johan and received an update to today's flight. His overnight stop should be a

small airfield called Prince Albert (FAPC). He will more than likely have a rest stop at Victoria West and if any problems with wind or weather then Beaufort West will be the alternate stop for tonight. It appears that the tracker is working well and already some strange maneuvers have appeared. Johan has texted to say he is in formation....and we can only guess at what fun and games are going on over the area south of Kimberley *smile emoticon*

Hopefully we will get some images later today.

After departing Oudtshoorn yesterday, Johan flew to the most southern point on the African continent, Cape Agulhas. This was the first time he had seen the sea since September the 15th when he landed in Egypt. Note the airspeed indicator on the wing strut.

Spring loaded and wind powered.

#### 151023 ANDREW AIRFIELD

The decision has been made and Johan is now flying SE-AMO down to Andrew Airfield close to Cape Agulhas, the most southerly point on the African continent. With perfect weather and plenty of time, the decision to move on today was based on the thought that being closer to Cape Town in the morning would allow for any delays caused by weather or other issues so as to make the all important 3:10pm arrival at Stellenbosch more probable. This is the time when Gosta Andree arrived at Stellenbosch at the end of his flight back in the 1920's.

But we are happy to say that Johan had a fantastic time in Oudtshoorn this morning, assisted by G.A.S.E. contact, Thiry Luc, Johan was able to give an impromptu talk to a large audience of Chinese student pilots, local aviators and airport staff in a hangar prepared especially for Johan's arrival. This went down very well and Johan enthusiastically recounted his story so far. Then the local press did an interview with Johan before he was whisked off by Thiry for lunch at his house with his family.

Then it was back to the airfield for some refueling and then a quick departure as Johan set off for the Ocean...the first time he has seen the sea since crossing the Egyptian coast back on the 15th September!

Johan is being met at Andrew field by the airfield owner...who is also called Andrew! We are not sure if there will be internet there but for now please enjoy the great photos sent to us from Thiry Luc.

#### 151023 OUDTSHOORN

Welcome to the penultimate day of the [Cape to Cape](#) adventure. After all those miles, all those countries and all those different beds, tonight is the last stop for Johan before reaching his goal, Cape Town, tomorrow.

Everything is not quite set in stone as today's flight is a comparatively short one from prince Albert to Oudtshoorn. We thought it may have been longer as the Swartberg Mountains lay between the two airfields and the weather may have meant a 100nm detour around the terrain, but with hardly any wind and clear blue skies Johan taken the straight route over the top of the range and is almost at Oudtshoorn as this post is being written.

G.A.S.E. has arranged meet and greet from locals and there are special events arranged by the local Chinese Flying Academy and the Oudtshoorn Aeroclub...but with an early arrival, Johan is contemplating continuing his flight today to Andrew field. A small strip near Cape Agulhas,

All will be sorted by this afternoon.

#### 151024 STELLENBOSCH

Here we Go! The final day has arrived in what has been a truly amazing adventure. From the frozen tip of Northern Europe to the spring-like weather at the southern tip of Africa, it has been a journey back in time, a flight undertaken in a true pioneering fashion and a story that has kept thousands enthralled these last few months. But for the last time in this epic timeline we are proud to announce that Johan has departed Andrew Field at Cape Agulhas in De Havilland DH60 Moth, SE-AMO and is on his way to Cape Town!

He will fly over the true southernmost cape in Africa, Cape Agulhas and then head along the coast, passing schools of Whales and then into the Valsbaai (False Bay) to pass Cape Town and the famous Table Mountain before rounding the Cape of Good Hope to then arrive at Morningstar airfield, a small Microlight airfield, north of Cape Town, where he will have refreshments and stretch his legs before timing his departure from there to allow an arrival at Stellenbosch airfield (FASH) at precisely 3:10pm (1310Z), the same time that Gosta Andree arrived in 1929.

There to greet him will be his wife, Lena, his children and other members of his family as well as many members of the media and probably hundreds of other aviators all excitedly waiting for the sight of this special aircraft and its heroic pilot.

#### 151024 MORNINGSTAR

[Johan Wiklund](#) is now on the ground at Morningstar and is having a great reception from the Microlight Club there. He will depart from Morningstar at 2:40pm local time (1240Z) for the short flight to Stellenbosch.

This is a link to the Stellenbosch airport webcams. Not sure if they will capture his arrival but you never know

151024 FINAL LEG at Stellenbosch

Johan and SE-AMO have arrived safely at Stellenbosch airfield to a fantastic reception. We don't have the actual time yet of touchdown, but whether he made it for exactly 3:10pm or not is only a secondary thought compared to the massive undertaking this brave but humble pilot has achieved. To fly an 80 year old aircraft from the northernmost tip of mainland Europe, all the way to the most southerly tip of Africa with no modern instruments or following support is a true epic in the sense of the word. He has certainly done Gosta Andree and all other Swedish aviators proud.

We reckon there will be a big party today at Stellenbosch and we look forward to images and accounts from the celebrations. But for now, Mission Accomplished...give that man a beer

