

A DC-3 Airways World Rally 2004 flight.

Harrismith, South Africa to Durban, South Africa.
My thanks to Cliff Cannon. DC3-792.



Snow is a rare occurrence in South Africa. However, at least once a year the tops of the Drakensburg (Dragon) and adjoining Mountains south, are covered with snow during the winter months of June/July. Occasionally once every five to ten years, strong cold fronts move in from the Antarctic, and it will then snow in the surrounding areas at altitudes of around 4,500ft plus. This was the case this year three months ago when heavy snowfalls were experienced. This flight is a carbon copy of the actual weather, and you will experience this just as the pilots that fly these routes did when they delivered supplies to villages in the Drakensburg area.

This is quite a long flight that will not only allow you an insight into some of the scenery of South Africa, but will also be another chance for you to hone up on your navigation and flying skills. Yet again you will find that the E6-B flight calculator is a useful instrument to have at hand.

There are some excellent South Africa scenery enhancements by AEROWORX available that I strongly recommend you install for this flight. These are available from AVSIM.com and FLIGHTSIM.com. Full details of the scenery files are in the included 'please readme.txt' file.

The best of luck and enjoy a very scenic flight in South Africa.

"You are advised to start the flight with all tanks full. Check and re-load cargo if necessary"

From - To	<u>Flight Description.</u>				Course (Leg) deg	Distance (Leg) nm	ETE (Leg) HH+MM
	Dep. Rwy : 15	Init. Hdg: 153deg	Init. Alt: 12,500ft	Apt Elev: 5,583ft			
Harrismith (FAHR) South Africa To Durban (FADN) South Africa	Preliminary settings. Tune NAV1 to WDV VOR 114.80 and set OBS to 204°. Tune NAV2 to MZV VOR/DME 117.2, and set OBS to 266deg. <u>Start flight timer on brake release at gate.</u>						
	Departure. (Refer to Harrismith, Airport layout.jpg.)Taxi-Turn left onto Rwy, taxi to end and turn on grass to line up on Rwy 15. To Fix 01: (Refer to Departure.pdf) After take off maintain runway Hdg and commence climb to 12,500ft MSL. Waypoint at 500ft AGL.....				154	1.4	00+01
	To Fix 02: make a standard rate right turn to 245° then maintain Hdg. Continue climb. Check NAV1 tuned to WDV VOR, 114.8, and OBS set to 204°. Waypoint reached when NAV1 needle approaches center.....				245	14.9	00+06
	En Route. To Fix 03. Letseng airport (FXLT): (Refer to En-Route 1.pdf) Turn left to intercept WDV R-204 OB. Check NAV2 tuned to MZV VOR/DME, 117.20 and OBS set to 266°. Waypoint reached when NAV2 needle centers. DME will read 75nm O/H Letseng.....				204	35.3	00+13
	Approach to Letseng airport Rwy 28: Make a standard rate left turn to 120°. Slow to 120kts and fly Hdg for two minutes. Tune NAV1 to MZV VOR, 117.20. Set OBS to 266°. Make a standard rate left turn to Rwy Hdg 280° for a visual approach. Correct your airspeed and Hdg as required and make a touch and go landing at Letseng airport (Airport altitude = 10,400ft MSL. Rwy Hdg = 280°). If airport isn't immediately sighted, a good visual cue is to head slightly left of a small lake located just before and slightly right of the airport.....				Final Hdg 280	10.7	00+06

	<p>To Fix 08: Airborne climb straight ahead to 500ft AGL. Turn left to 235° and intercept MZV R-266. Commence climb to 12,500ft MSL. If NAV1 doesn't register immediately, turn to approximate heading and make necessary corrections when MZV VOR is received. Waypoint reached when needle approaches center.....</p>	235	2.3	00+01
	<p>To Fix 09: (Refer to En-Route 2.pdf) Turn right to, and track MZV R-266. Tune ADF to BM NDB 342.5. Waypoint reached at D-54.0 MZV and when mag bearing to station BM NDB is 009°. (For fixed card ADF's, the NDB is 103° to your right).....</p>	266	18.8	00+07
	<p>To Katse Airport (FXKA): (Refer to En-Route 3.pdf) Turn left to 189° and intercept the 189° bearing OB from BM NDB, 342.5. Reset NAV1 OBS to 280°. Commence descent to 9500ft MSL. You will now experience a strong wind from your right. Calculate the WCA (approx. 7° right!) frequently to ensure the correct course is maintained. You will follow roughly the eastern bank of Katse dam. When airport in sight, slow to 120kts. Waypoint reached when NAV1 needle centers and DME reads 52.3nm. This position is directly O/H Katse airport.....</p>	189	13.0	00+06
	<p>Approach to Katse airport Rwy 36: Turn right to course 215°. Again calculate the WCA which will be close to the previous calculation (approx 6° right). Maintain Hdg for two minutes, and then make a standard rate left turn to 021°. This will place you above a shallow valley with visual on the airport. Katse dam will be visible beyond and to the left of the airport. Make a visual approach for a touch and go on Rwy 36. (Airport altitude = 7,001ft MSL. Rwy Hdg = 359°). Be aware of a substantial ridge close to the runway threshold.....</p>	Final Hdg 359	8.5	00+04
	<p>To Fix 16: Airborne and when over runway end (beware of trees), turn left to 350° and commence 500fpm minimum climb to 9,000ft MSL. When O/H Katse dam wall (after less than one minute), turn left to 305° and follow general course of river valley. Maintain Hdg for two minutes and then look left. If, or when, clear of mountain tops</p>			

make a left standard rate turn to 125°. Reset NAV1 OBS to 100°. Waypoint reached when needle centers. This will place you approximately O/H Katse airport.....	Final Hdg 125	11.7	00+08
To Fix 17: (Refer to En-Route 4.pdf) Turn left to intercept MZV R-100. Commence climb to 11,500ft MSL. Waypoint is at D-68.0 MZV	100	15.9	00+06
To Mokhotlong airport (FXMK): Descend to and maintain 9,000ft MSL. Slow to 120kts. Airport will be visual at D-75.0 MZV. Correct Hdg as required to arrive O/H Mokhotlong airport. Waypoint at D-81.0 MZV when O/H airport.....	100	13.3	00+06
Approach to Mokhotlong airport Rwy 31: Turn right to 115° and maintain altitude. Fly Hdg for two minutes. Beware of high ground to the left and ahead. Make a standard rate right turn to Rwy Hdg 310°. Make a visual approach for touch and go on Rwy 31 (Airport altitude = 7,201ft MSL. Rwy Hdg = 310°). Be aware of a substantial ridge close to Rwy threshold.....	Final Hdg 310	9.6	00+05
To Fix 25: Airborne maintain Rwy Hdg for one minute and commence climb to 13,500ft MSL. Turn left to 238° and fly Hdg for two minutes. Tune NAV1 to LYV VOR, 116.50 and set OBS to 058°. Make a standard rate left turn to 103°. Waypoint reached when NAV1 needle approaches center.....	Final Hdg 103	8.7	00+04
To Fix 26: (Refer to En-Route 5.pdf) Turn left to intercept and track LYV R-058. Tune NAV2 to GYV VOR, 113.50 and set OBS to 117°. Waypoint reached when NAV2 needle approaches center.....	058	26.4	00+10
To Estcourt airport (FAEC): Turn right to intercept and track GYV R-117. (Use NAV2). Descend to 9,500ft MSL.			

	Tune NAV1 to PMV VOR/DME, 117.90 and set OBS to 165°. Waypoint reached when NAV1 needle centers. DME will read 44.2nm.....		107	29.8	00+11
	To Fix 27: Turn right to intercept PMV R-165. Waypoint at D-22.0 PMV		165	22.2	00+08
	To PMV VOR/DME, 117.90: Descend to 5,500ft MSL. Direct to VOR.....		165	22.0	00+08
	To Fix 28: Turn left to intercept PMV R-115 OB. Waypoint at D-20.0 PMV		115	20.0	00+08
	Approach. To Fix 29: Maintain Hdg. Descend to 2,500ft MSL. Waypoint at D-35.0 PMV		115	15.6	00+07
	To Runway: Turn right to 190°. Tune NAV1 to Rwy 24 ILS, 110.30 . Intercept Localizer and turn right to runway Hdg 236° for ILS approach. Land Durban Rwy 24. Length – 8,026ft. Width – 197ft. Surface – Asphalt. Refer to Durban, Airport layout.pdf. Turn right off the active and taxi to gate B11. Stop timer when parked at gate B11 with engines stopped. Missed approach. Climb on Rwy Hdg to 2,500ftMSL. Make a right procedure turn and return to DNV VOR/DME, 112.50. Continue OB on Rwy reciprocal 056° to D-10.0 DNV. Make a right procedure turn and repeat approach.				
Flight No:- WR 04-06	Arrival Airport Elev: 32ft	Estimated totals for this flight>>>		320nm	02+09