

### Hunting - Clan African Airways (H-CAA) Flights (1959)

**Operates Tuesdays From: Salisbury (Harare) To Abercorn- (Mbala) via: Kariba- Lusaka - Broken Hill (Kabwe) – Ndola - Fort Roseberry (Mansa) – Kasama. These flights operated every Monday and Friday. Flights on Fridays terminated at Fort Rosebery (Mansa)**

<b>Flight Briefing:</b> This first leg of the flight takes you to the town of Kariba situated on the Eastern tip of Lake Kariba, the Zambezi Valley and the border of Zambia. Time permitting; a trip to the Kariba Dam is available from here. The approach to the AP is in a hilly area so a 'tight' left hand turn is needed for the approach to the AP. It will be useful to tune NAV 1 to VSB VOR 113.10 for DME for Fix 01								
DCA Flight No	H-CAA Flight Number	From/To	Dep.	Arr.	From	To	NM & Alt	<b>Description</b> Please note that any reference to an NDB that is followed by an asterisk indicates that the beacon will, initially, be out of range (e.g., NDB ALD 383.0*).
H-C71 - 01	CH-71	<b>Salisbury (Now Harare)</b> <b>S. Rhodesia (Now Zimbabwe)</b>  <b>To</b>  <b>Kariba</b>	08:30	09:45	FVHA	FVKB	169 8,500'	Dept Rwy 23: start climb to 8,500' and fly to OL NDB (Outer Marker 346.0) heading 232°. On passing OL turn right on to 295° direct to NZ NDB (373.0).  On passing NZ NDB turn right to intercept 311deg bearing OB from NZ NDB (bearing to station = 131deg) for SL NDB (341.0*)  At SL NDB Tune to DW NDB (300.0) Head towards Lake Kariba and DW NDB (321°). To Fix 01  At Fix 01 (127nm from VSB VOR) remain on 321° course and start a 500fpm descent to 3500' Aim to be at 3500' at DW NDB.  At DW NDB maintain 3,500. Tune to KB NDB (399.0) Fly past DW NDB for 1 minute on 275°. Be aware of the hills! After 1 minute start a 180° 'Left Hand Turn' to reposition for a Final Approach Course of 090° Monitor ADF 1 needle which will line up with KB NDB this will bring you out on +/- 095°.
								During the turn you should fly over The Kariba Dam. Initiate your descent to the AP. Adjust heading inbound for approach on 090° and Rwy 09 AP Alt: 1,702'

**Flight Briefing:** A short flight to Lusaka City Airport. Watch for the hills on departure, a steeper than usual climb is needed. Not long after T/O you will fly over part of Lake Kariba and into Zambia. Be aware, VLS VOR is of great use here. This is very much a 'visual approach' as there are no NAV Aids for the approach. There are high rise buildings on the approach to Lusaka City AP.

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H-C71-02	CH-71	Kariba  To  Lusaka City	10:00	10:40	FVKB	FLLC	86.4 8,500	Tune VLS VOR (113.50) for DME Tune ADF 1 to LE NDB (325.0)  Depart runway 09. Start climb to 8,500' and turn to a heading of 348° for Fix 01 and LE NDB.  At 10nm from VLS VOR (Fix 01) Start a 500fpm descent to 5000' Continue on heading to LE NDB  At 7nm DME before LE NDB. Commence your turn left to 254 ° You should see Lusaka Intl. (FLLS) ahead.  At LE NDB slow to approach speed and complete your turn to 254° (Bearing to station = 74°) Adjust heading for a straight in approach Rwy 26  AP Alt:4,199'

**Flight Briefing:** Now on to Kabwe which means 'Ore' or 'Smelting' in the local language, which is Tonga-Lla. One of the 13 spoken in Zambia. English is the 'National language.' There's a now defunct Lead & Zinc Mine nearby. The FLKW is North of the town. Another approach without AP Nav Aids.

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H-C71 - 03	CH-71	<b>Lusaka City</b>  <b>To</b>  <b>Broken Hill (Now Kabwe)</b>	11:05	11:40	FLLC	FLKW	69 7,500	For this flight tune to VLS VOR 113.50 for DME Tune ADF 1 to LW NDB (386.0)  Be aware of High Rise Buildings on departure from FLLC There are no NAV Aids at Milliken  Dept. Rwy 08 and start climb to 7,500. On takeoff turn to a heading of 014° to establish your climb then turn direct to LW NDB on a heading of 028°  At LW NDB turn slight left to 006° for LN NDB (338.0) a good visual Nav aid is the small town of Chisemba at LN NDB.  At LW NDB turn right on a heading of 035° (Back Bearing to LN NDB = 215°) for Fix 01.  At 42 nm (Fix 01) from VLS VOR turn left to 310° and start a 500fpm descent. You should reach 4,000' 2nm from FLKW. Hold this until you have a good visual 'Fix' on the AP and Rwy 31 (actual Rwy hdg 313°)  AP Alt: 3,917 <b>NB:</b> Short Gravel Rwy.

**Flight Briefing:** A slightly longer flight. You will fly over the Ramsar Wetlands Lukanga Swamps on the E. bank of the Kafue River. The city of Ndola is in the heart of Zambia's Copper Belt, its major export

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H-C71 - 04	CH-71	<b>Kabwe To Ndola</b>	11:55	12:40	FLKW	FLND	96  8,500	<p>Use VND VOR for the approach to Rwy 10L at FLND. Set OBS needle to 087°</p> <p>The Ndola (VND) VOR (112.10) will be helpful for DME &amp; Approach to Rwy 10L. The VOR is placed just N. of Rwy 10L</p> <p>Depart runway 31: Start climb to 8,500' and turn to a hdg of 042° for KM NDB (312.0)</p> <p>At KM NDB turn slight left to 001° for Fix 01 and NW NDB (240.0)</p> <p>At Fix 01 (22nm from VND VOR) Start a 500fpm descent to 5000' Remain on course for NW NDB. Slow to 120knts</p> <p>Fix 02. At 5nm from VND VOR the OBS Needle will start to align. Start your right turn to 096° (+/- 4.7nm from VND VOR) and line up for a visual approach to Ndola Rwy 10L</p> <p>AP Alt:4,166</p>

**Flight Briefing:** From Ndola, this leg takes us briefly over the DRC (at the time of these flights named the Belgian Congo) and then onto Mansa. A small town some 50 miles from the DRC border. Navigation is mainly by NDB. A good visual 'Fix' en- route will be the towns of Chambe & Muemba. You'll fly between these two. **Note:** Tune ADF 2 if available to MA NDB (316.0) Use VND VOR (112.10) For DME

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H-C71 - 05	CH-71	Ndola To Fort Rosebery (Now Mansa)	13:30	14:30	FLND	FLMA	133 7,500	<p>Please note that any reference to an NDB that is followed by an asterisk indicates that the beacon will, initially, be out of range (e.g., NDB ALD 383.0*).</p> <p>Depart Rwy 28L climb to 7,500' on a heading of 275° for NW NDB (240.0)</p> <p>On passing NW NDB and turn right to an outbound heading of 013° (bearing to station = 193°) Stay on this heading and at +/-38nm from VND VOR you should intercept MA NDB (316.0) Correct heading if needed and remain on 013 deg for MA NDB.</p> <p><b>Approach: Start Timer</b></p> <p>110nm from VND VOR Slow to 120knts and start a 500fpm descent to 5,000' for FLMA</p> <p>Fly over MA NDB (Fix 01) on a heading of 013°for 1min to Fix 02</p> <p>At Fix 02 turn left to 272° (Outbound) for 3mins to fix 03</p> <p>At Fix 03 turn left to 180° for a heading of 100° and the Final Approach Fix (FAF) adjust heading for Rwy 10 (actual Rwy Hdg. 102°) and Mansa AP</p> <p>AP Elevation 4,097'</p>

**Flight Briefing:** Longest flight of the day! Another flight over a swamp (The Bangweulu Swamps) you may find using ADF 2 (if available) of use on this flight for KS NDB (367.0\*)

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H-C71 - 06	CH-71	<b>Mansa</b>  <b>To</b>  <b>Kasama</b>	14:50	14:00	FLMA	FLKS	153          7,500	Tune ADF 1 to MA NDB (316.0)  Dept. Rwy 10 and commence climb to 7,500.' Turn left to a heading 044° to pick up the outbound bearing from MA NDB outbound – (Bearing to Station = 252deg) Direct to KS NDB Lake Bangweulu will be to your right en route.  After approx +/-28mins – MA NDB signal will fade. Tune to KS NDB (367.0*) If not already tuned on ADF 2. Once signal is received adjust heading fly direct to KS NDB maintaining 072° This hdg will take you straight to KS NDB  Approach: Start Timer  At KS NDB. Turn right to 122° Outbound (Bearing to station = 302°) for 4mins to Fix 01. Slow to 120knts and start a 500fpm descent to 5,000.' Hold this altitude until the Rwy is in sight.  At Fix 01 start a right hand turn and roll out 310° and a Final Approach Fix (FAF) for Rwy 31.  AP Alt: 4,450

**Flight Briefing:** The final flight for the day. There are no NAV Aids at Mbala, so some visual flying and Dead Reckoning will be needed. A good reference checkpoint is Rosa AP (FLRO) en route. The FLBA is on the Southern tip of Lake Tanganyika and is clearly visible on approach. Rwy for takeoff 01 is short, a Gravel surface and with a hill at the end of it!

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H-C71 - 07	CH-71	<b>Kasama</b>  <b>To</b>  <b>Abercorn</b> <b>(Now Mbala)</b>	16:20	17:05	FLKS	FLBA	91  7,500	<p>Tune ADF 1 to KS NDB (367.0) for Back Course Bearing.</p> <p>Depart Rwy 01 and remain on 010° for 1min to Fix 01. Start climb to 7,500'. After 1min at Fix 01 turn right to 016° for 2mins to intercept the back bearing from KS NDB and Fix 02.</p> <p>Monitor the RMI needle You will be at Fix 02 when it points to 191° back bearing. This will put you on a course of 011° for FLRO. Continue on a course of 011° After +/- 16mins you should pass over (FLRO)</p> <p>Fly over FLRO, At +/- 29mins the KS NDB signal will fade. After that, some dead reckoning and 'visual' flying. Mbala Aerodrome (FLBA) should be visible and to the W. of the town.</p> <p>At Mbala Aerodrome FLBA which is Fix 03) Slow to 120knts, start a 500fpm descent to FLBA</p> <p>Make a left hand turn to 310° for 2mins (outbound)</p> <p>Fix 04: Make a left hand turn on to 117° Alt should be 6,500' at the end of this leg</p> <p>Fix 05: Continue descent for the AP. And adjust heading to Rwy 12 (Actual Rwy heading 118°) for the Final Approach Fix (FAF) Visual approach to FLBA and Rwy12.</p> <p>AP Alt: 5,167'</p>