

Introduction and Important Information

Hunting – Clan African Airways 1959 Package

Firstly, thank you for downloading this Hunting - Clan African Airways (H-CAA) Package for DCA. What follows are some important points that will help you hopefully enjoy flying these flights as much as I have planning them (well, most of the time anyway) These notes will hopefully help you navigate your way through this download.

Secondly, a few general points about the package itself. These flights have been planned using FSX and a programme called 'Plan-G' (available free at; <http://www.tasoftware.co.uk> this is the tool I've used for navigation and general planning. I've never used FS Nav, so I can't compare the two, what I have read about the FS Nav programme on the DCA Forum, is that this was a very useful planning tool that is missed by the 'Simming' community in general. Plan-G, I've found very user friendly and FS9 users will be glad to note that it caters for that programme too. This is not an advertisement I must add, ☺ I'm just explaining what I used to complete this project.

Whilst planning the project, I've tried to consider both FSX and FS9 users; so hopefully, the .pln files will be compatible with FS9. Similarly with the actual documentation, namely the Introduction and the Flight Plans themselves. These are in the following formats;

.docx

.doc

.pdf

This will hopefully ensure that all documents should be readable by all users with different systems.

Similarly, as mentioned earlier, the .pln files have been 'saved' so that potential users can load them for use with both FSX & FS9 systems, more on that later.

The contents:

You've got this far so hopefully you'll be looking at 3 main folders. These should be;

1. H-CAA Flights 1959 Introduction
2. H-CAA Flight Plans (Tables 1-5)
3. H-CAA .pln Files (Tables 1-5)

Within these folders there will be sub-folders more of which I'll explain under each heading. To the Folders;

Introduction Folder

Within this document you will find a brief history of H-CAA outlining their beginning and end. Some information about the DC-3 Aircraft they used, namely the history of the two DC-3 AC that made up their African fleet, some historical and geographical information

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About where they operated and of course information about the routes they flew. This particular part of the project was probably the most interesting part to research from both historical and aviation perspectives.

Within the introduction there is a page which shows a page (p8) from the actual 1959 H-CAA Timetable on which these flights are based. Please read this as it will make it clear as to why these flight plans are presented as they are. There are also some links, should you wish to use them for scenery enhancements.

The Flight Plan Folder

This is the Folder entitled; *H-CAA Flight Plans (Tables 1-5)*

It contains 5 sub-folders, not surprisingly called *H-CAA Table1 Flight Plans* then identically named folders through to 5. The five sub-folders contain flights for each of the tables earlier mentioned, which reflect the layout of the H-CAA 1959 Timetable (please refer to p.8 of the introduction) H-CAA at the time of publishing them presented their timetables in such away. I chose this layout to avoid confusion (mainly for myself) and to avoid repetition of flights as some fly from and to the same destination on different days.

Each of the subfolders has within them the Flight Plan Tables, in the familiar DCA format, which shows all the relevant information you will need. The only exception to this is the Folder containing the flights for Table 2. Table 2 forms the 'backbone' of the schedules in so far that there are 14 flights in total; 7 'Outbound' flights and 7 'Inbound' flights. These are in 2 separate folders within the sub-folders and are named accordingly. Tables 1, 3, 4 and 5 are straight forward and do not contain as many flights.

As mentioned earlier, these are presented in different 'formats' so hopefully all will be able to use them.

On a more technical note, for DCA recording purposes and for the very important PIREP submissions, each flight has been given a DCA number, which hopefully is straight forward to follow and once the 'Wizards' at DCA have weaved their magic, you'll be able to log your flights once you've completed them.

The .pln Folder(s)

H-CAA FS9 .pln Files / H-CAA FSX .pln Files

The title of which is determined by which ever package you've opened. Within your chosen package (FS9 or FSX) and subsequently your .pln Files, there will be six Subfolders. Starting with; *H-CAA Table 1.pln files*. Following this file there's the .pln files *for table 2 (both outbound and inbound)* the tables then carry on to Table 5. Please load these as you would normally.

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A NOTAM:

These flights have been planned using FSX. Tim Cook, who's been brilliant throughout this project, has supported me by 'testing' them on FS9. They work, hopefully as well for FS9 as they do for FSX, Please load them as you would do normally. Should you use a GPS, then the flights should show up on there clearly showing 'Fixes,' NDB's and VOR's etc. I'll admit it, I did! (Use a GPS that is)

Further Information:

Or should I say a 'Health Warning?' ☺ The majority of these flights are quite short in duration and distance, there are however a number longer ones. As fellow DCA members will no doubt be aware, the continent of Africa, has a shortage of 'Nav Aids' and there were probably a whole lot less during the times that these flights took place, this, it's worth noting here, has increased my already great admiration for the Air Crews of the DC-3 during the era of flying.

These flights have been planned with Zero Wind and therefore Zero wind direction. All headings are based on these factors. A cruise speed of 140knts has been factored into the planning. All timings are based on this. There are 'stretches' on some of the flights where there will be no Nav Aids. So, the trusty e6b will be needed for most of these flights. Please be aware that some of the Airports or Airfields as they were in 1959, have no Nav Aids to help with the approaches, so nearly all of flights have visual approaches.

To Conclude:

As said at the start of this introduction, I hope you enjoy the flights. This is my offering to the DCA community from which I've gained so much enjoyment. I've no doubt, that as with most of these projects, there'll be 'glitches' particularly with some of the plans or .pln files, there may well be a need for improvement and I wouldn't be surprised if the question is asked (particularly concerning approaches to Airports) **Why?** ☺ So, please, the more experienced Navigators/Pilots out there feel free to comment and forward suggestions re: the plans, they'll be most welcome. I mentioned Tim Cook earlier, again thanks to him for his guidance throughout this project. It's been a pleasure 'working' with him.

Enjoy and happy landings
DCA 2046 Ralph