

Flag used on the H-CAA DC-3 Tail
(Federation of Rhodesia and Nyasaland)

HUNTING - CLAN AFRICAN AIRWAYS FLIGHTS (1959) FOR DCA

Hunting - Clan African Airways Time Table 1959¹

HUNTING-CLAN TICKET OFFICES

ABERCORN Handling Agent: The Lake Press, P.O. Box 44, Tel. 244.
BROKEN HILL Handling Agent: R. A. Stacey & Co. Ltd., P.O. Box 198, Tel. 274.
FORT ROSEBURY Handling Agent: Crystal's Garage, P.O. Box 11.
JOHANNESBURG General Sales and Handling Agent: Union Airlines Ltd., Maritime House, 953 Main Street, Tel. 33-3033. Cables "Huntavia".
KARIBA General Sales and Handling Agent: Central African Air Supply Co. (Pvt.) Ltd., Kariba Airport, Tel. 313. Cables "Huntavia".
KASAMA Handling Agent: Greens Garage, P.O. Box 54, Tel. 274.
LIVINGSTONE Livingstone Airport, Tel. 7177. Cables "Huntavia".
LUSAKA General Sales and Handling Agents: Andressen & Millar Ltd., 1 Moy House, Coleridge Street, P.O. Box 446. Tel. 3101. Cables "Huntavia". Lusaka Airport, Tel. 2013.
MONGU Representative: Mongu Airport.
NDOLA Collet House, King George Avenue, P.O. Box 1503. Tel. 3596. Cables "Huntavia". Ndola Airport, Tel. 3178.
SALISBURY Kingsway Air Station, P. Bag 179H. Tel. 28571. Cables "Huntavia". Salisbury Airport, Tel. 50511.

HUNTING-CLAN

AFRICAN AIRWAYS

THE FEDERATION'S INDEPENDENT AIRLINE



EFFECTIVE 1st JANUARY, 1959

HUNTING-CLAN AFRICAN AIRWAYS TIMETABLE

SALISBURY — KARIBA — LUSAKA — LIVINGSTONE
TOURIST CLASS PASSENGER AND CARGO SERVICES

Mon.	Tue.	Thur.	Fri.	Sat.	Sun.	TABLE 1		Tue.	Thur.	Fri.	Sat.	Sun.	
DC-3	DC-3	DC-3	DC-3	DC-3	DC-3			DC-3	DC-3	DC-3	DC-3	DC-3	
71	87	89	73	81	85	CH FLIGHT NUMBERS CH		72	86	74	82	86	
0830	0830	0800	0700	0700	1315	dep.	SALISBURY	arr.	1845	1855	1845	1245	1900
0945	0945	0915	0815	0815	1430	arr.	KARIBA	dep.	1730	1740	1730	1130	1745
1000	1000	0925	0825	—	—	dep.	KARIBA	arr.	1710	1725	1710	—	—
1045	—	1015	0915	—	—	arr.	LUSAKA	dep.	1630	—	1630	—	—
—	1125	—	—	—	—	arr.	LIVINGSTONE	dep.	—	1600	—	—	—

SALISBURY — KARIBA — LUSAKA — BROKEN HILL NDOLA — FORT ROSEBURY — KASAMA — ABERCORN
TOURIST CLASS PASSENGER AND CARGO SERVICES

Mon.	Fri.	Tue.	Fri.		
DC-3	DC-3	DC-3	DC-3		
71	73	72	74		
0830	0700	dep.	SALISBURY	arr.	1845
0945	0815	arr.	KARIBA	dep.	1730
1000	0835	dep.	KARIBA	arr.	1710
1045	0915	arr.	LUSAKA	dep.	1630
1105	0940	dep.	LUSAKA	arr.	1600
1140	1015	arr.	BROKEN HILL	dep.	1535
1155	1030	dep.	BROKEN HILL	arr.	1510
1240	1115	arr.	NDOLA	dep.	1425
1330	1140	dep.	NDOLA	arr.	1335
1430	1240	arr.	FORT ROSEBURY	dep.	1235
1450	—	dep.	FORT ROSEBURY	arr.	1215
1600	—	arr.	KASAMA	dep.	1105
1630	—	dep.	KASAMA	arr.	1045
1705	—	arr.	ABERCORN	dep.	1000

"PARADISE ISLAND" INCLUSIVE TOUR SERVICE

Sat.	SALISBURY	TABLE 4	VILANCULOS	Sun.
DC-3	CH	FLIGHT NUMBERS	CH	DC-3
80				61
0945	dep.	SALISBURY	arr.	1705
1220	arr.	VILANCULOS	dep.	1430

VISCOUNT FARES *Safari* (Coach Class Air Service) OPERATED JOINTLY BY AIRWORK LTD. AND HUNTING-CLAN AIR TRANSPORT LTD.

	SINGLE	RETURN
	£ s.	£ s.
To LONDON		
From Blantyre	127 0	228 12
From Bulawayo		
From Livingstone		
From Salisbury		
From Lusaka	124 0	223 4
From Ndola	123 0	221 8

KARIBA TOURS
All-In Excursions from Salisbury every Sunday with conducted tour of the Dam site. for £10

SALISBURY — KARIBA — LIVINGSTONE — MONGU LUSAKA — SALISBURY
TOURIST CLASS PASSENGER AND CARGO SERVICES

Tue.	Thur.	TABLE 3		Tue.	Thur.
DC-3	DC-3	CH	FLIGHT NUMBERS	CH	DC-3
87	89			88	90
0830	0800	dep.	SALISBURY	arr.	1850
0945	0915	arr.	KARIBA	dep.	1740
1000	0935	dep.	KARIBA	arr.	1725
—	1015	arr.	LUSAKA	dep.	1710
—	1100	dep.	LUSAKA	arr.	1650
1125	—	arr.	LIVINGSTONE	dep.	1600
1210	—	dep.	LIVINGSTONE	arr.	1530
1350	1310	arr.	MONGU	dep.	1440

"PARADISE ISLAND" INCLUSIVE TOUR SERVICE

Sun.	JOHANNESBURG	TABLE 5	VILANCULOS	Sat.
DC-3	CH	FLIGHT NUMBERS	CH	DC-3
62				63
1030	dep.	JOHANNESBURG	arr.	1725
1345	arr.	VILANCULOS	dep.	1410

'PARADISE ISLAND' FULLY INCLUSIVE CHARGES

	Period	Adults	Children over 2 and under 12	Infants
From Johannesburg	6 days	£ s. d. 48 0 0	£ s. d. 24 0 0	£ s. d. 9 10 0
From Salisbury	8 days	40 0 0	20 0 0	10 0 0
	15 days	53 0 0	26 10 0	16 10 0

3 day 'all-in' holiday at VICTORIA FALLS for only £28
includes AIR FARE, ACCOMMODATION, MEALS, CONDUCTED TOURS BY PRIVATE CARS.

HUNTING-CLAN AFRICAN AIRWAYS ROUTES

YOUR TRAVEL AGENT IS

RHOPRINT SALISBURY

SCHEDULES · FARES · RATES

HUNTING-CLAN AFRICAN AIRWAYS (PVT.) LIMITED
 KINGSWAY AIR STATION, SALISBURY, S. RHODESIA
 CABLES "HUNTAVIA" SALISBURY. TELEPHONE 28571

HUNTING-CLAN AFRICAN AIRWAYS (PVT.) LIMITED
 KINGSWAY AIR STATION, SALISBURY, S. RHODESIA
 CABLES "HUNTAVIA" SALISBURY. TELEPHONE 28571

¹ Image courtesy of Timetable Images

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

The following are a series of flights which replicate extracts from the 1959 Hunting-Clan African Airways (H-CAA) Timetable. But first a very brief history of the company;

H-CAA was the African arm of Hunting-Clan Airways. The roots of the company go back to 1st January 1946 when Hunting Air Travel (HAT) was founded by three members of the Hunting Family, one of which was a member of the Royal Flying Corps in WW 1. Although a wholly independent British airline, it was actually part of the Hunting Group of companies, which had emerged from the shipping industry, dating back to the 19th Century.

Hunting Air Travel Ltd's first operating base was based in Bovingdon, S.E. England and its main activities were contract, scheduled and non-scheduled domestic and international air services flown mainly by Douglas Dakotas and the Vickers Viking airliners.

A change of name to Hunting Air Transport occurred in 1951. By then, the company was doing well as an independent airline. More changes were to come as the Hunting Group merged with the Clan Line shipping Company in 1953. This led to the creation of Hunting-Clan Air Transport which comprised of Hunting – Clan Air Transport (H-CAT) and Field Aircraft Services Ltd, the companies aircraft maintenance arm.

Whilst all this was going on in the Boardrooms, there was plenty happening on the ground and in the air. By 1952-3, H-C in conjunction with Airwork, another independent British airline both operated an all-economy Safari /Colonial Coach Class Service for "British residents only" to East, Central, West and Sothern Africa.

These flights, although cheaply priced in comparison to competitors would take 3 days with overnights stops.

A typical flight of the day for the joint *Hunting – Airwork safari/Colonial Coach* Service from London to Nairobi was routed via: Malta-Wadi Haifa-Khartoum-Juba & Entebbe using Vikings.

Another subsidiary of the company, Africargo, the 'all cargo' service from Manchester and London to E. Africa, flew on a fortnightly basis on similar routes.

H-CAT's domestic and European service, the backbone of which was the trusty Dakota (there were 4 based in Bovingdon) flew twice weekly to main European destinations and twice daily on flights between Newcastle and Bovingdon in the UK. Flights from Glasgow to Manchester were also operated on a daily basis. By all accounts, H-CAT operated its aircraft efficiently. An article in 'Flight Magazine dated 8th Jan 1954 makes reference to the fleet of the time which comprised of eight Vikings and four Dakotas, These were;

“Trimly finished in a red white and pale blue colour scheme”²

The aircraft flew at an annual utilization rates of 2,200hr rate by a total of 26 crews. According to the author of the piece a very efficient use of the fleet at the time.

By 1957, H-C & Airwork converted their *Safari/Colonial Coach Service* into regular “*third-class*” Schedule Services. The companies then moved from Vikings to the more advanced Douglas DC-6’s and Vickers Viscounts.

Despite, their early success, 1958 saw Hunting-Clan making substantial losses, largely as a result of its Trooping Contracts with the British Government. The margins were too slim and they failed to take in to account Aircraft depreciation. ‘Trooping’ at that time was by far the biggest source of income for Hunting and this, coupled with other Governmental contracts, added more pressure to the company’s finances. By March 1960, H-CAT had merged with Airwork and British United Airways was born.

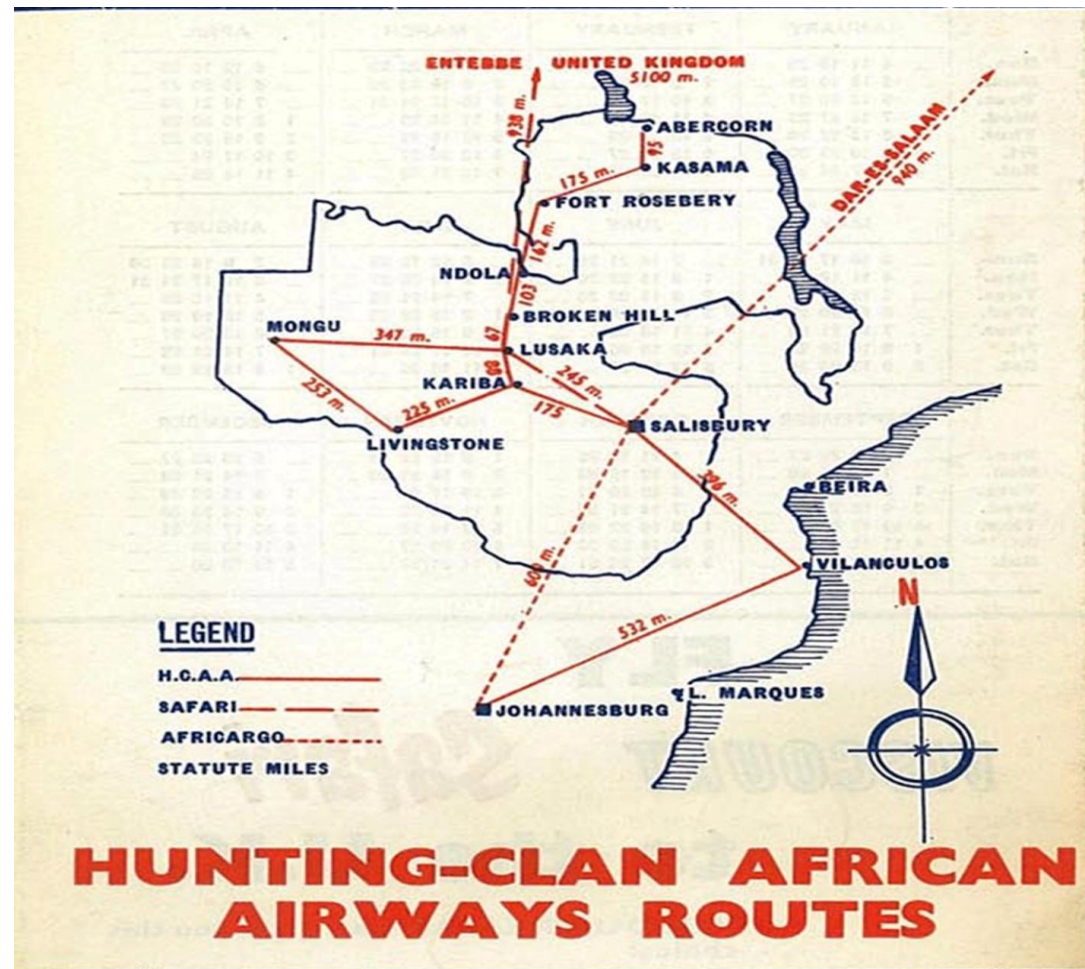
To Africa:

Firstly, a brief outline of the HC-AA routes and the geographical area within which these flights operated in. Without turning this part of the introduction into a geo-political essay, it’s useful to understand actually where H-C-AA flew. The map (below) taken from the timetable for 1959 clearly shows the routes we will be flying and the longer range routes to the UK, Central and Eastern Africa. Most of these routes carried passengers, others Cargo and often, both, serving the mines of the ‘Copper Belt,’ which at the time were flourishing and the large agricultural economy of the area. All of these routes were flown by the versatile and rugged DC-3 Aircraft.

H-CAA headquarters were based in Salisbury, (now Harare) and the Airline operated mostly within The Federation of Rhodesia and Nyasaland, also called Central African Federation (CAF) which was created in 1953 and consisted of the colony of Southern Rhodesia (later to become Rhodesia) and the territories of Northern Rhodesia and Nyasaland. The Federation was dissolved on 31st December 1963. Northern Rhodesia and Nyasaland gained independence in 1964 and became Zambia and Malawi respectively.

² Flight Magazine Jan 8th 1954

Route Map taken from the H-CAA 1959 Timetable. This shows flights outside of the African Continent³



³ Extract courtesy of Timetable Images

The Routes:

The following flights have been re-created from the Time Tables of *Hunting-Clan African Airways 1959* which was an associated company of H-CAT formed to operate freight services from Salisbury to Kariba, Lusaka and Nairobi as well as 'Inclusive Tour' flights to Kariba and Mozambique. A feature of these flights was the regular bloodstock and live animal transportation became a specialty of H-CAA.

Farmers of the day preferred to transport their animals by air rather than trek or 'drive' their cattle across land, which often resulted in tsetse contamination and other diseases prevalent in the African Bush. As the photograph below illustrates, the versatility of the DC-3 was utilised to its fullest! An extract from the same Magazine that accompanied the photograph gives an indication of how heavily the agricultural sector relied on the H-CAA to transport livestock across the CAF during the 1950's. The article that accompanies the photograph goes on to say...

" On two chartered flights, eight heifers, one bull and three sheep were flown from Nairobi in Kenya to Mbeya in Tanganyika" The bull and the heifers were bred in Kenya, but the sheep were imported from the United Kingdom and had arrived in Nairobi by the Africargo service the previous day. The animals travelled in pens specially designed by a Hunting-Clan engineer and constructed by a Salisbury company, and they arrived in excellent condition. In the same week that a Rhodesian farmer sent six sheep by Africargo service to Kenya a Jersey bull calf arrived in Salisbury from London, together with twelve racing pigeons, and a wild cat was despatched from his native bush to an English zoo. Earlier in the month a miniature zoo, which included a leopard and two zebra among the large number of animals, reptiles and birds, left Lusaka by Hunting-Clan"⁴

How times have changed, particularly with reference to the Zoo! In addition to the above menagerie, pet Cats, Dogs and other 'friends' accompanied their owners.

The photograph below aside, H-CAA clearly operated in some testing conditions and within tight schedules. The Timetable we're using shows that often, there was only a 15 minute 'turn around' between flights, which didn't give a great deal of time to unload and load both passengers and whatever cargo they were carrying.

⁴ Courtesy of 'Flight' Magazine Archive April 1959



A Red Poll bull (a.u.w.1, 400lb) being loaded on to Hunting-Clan African Airways Dakota at Nairobi for a chartered flight to Mbeya: Two Red Poll heifers and three Hampshire Down sheep travelled in the same aircraft. Six heifers had made the same journey during the previous week.”⁵

I wonder who got to clean the DC-3 after this flight.

⁵ Photograph extracted from Flight Magazine

HUNTING-CLAN AFRICAN AIRWAYS TIMETABLE

SALISBURY — KARIBA — LUSAKA — LIVINGSTONE TOURIST CLASS PASSENGER AND CARGO SERVICES

Mon.	Tue.	Thur.	Fri.	Sun.	Sun.	TABLE 1		Tue.	Thur.	Fri.	Sun.	Sun.	
DC-3	DC-3	DC-3	DC-3	DC-3	DC-3	CH FLIGHT NUMBERS CH		DC-3	DC-3	DC-3	DC-3	DC-3	
71	87	89	73	81	85			72	90	74	82	86	
0830	0830	0800	0700	0700	1315	dep. —	SALISBURY	arr.	1845	1855	1845	1245	1900
0945	0945	0915	0815	0815	1430	arr. —	KARIBA	dep.	1730	1740	1730	1130	1745
1000	1000	0935	0835	—	—	dep.	KARIBA	arr.	1710	1725	1710	—	—
1040	—	1015	0915	—	—	arr. —	LUSAKA	dep.	1630	—	1630	—	—
—	1125	—	—	—	—	arr. —	LIVINGSTONE	dep.	—	1600	—	—	—

SALISBURY — KARIBA — LUSAKA — BROKEN HILL NDOLA — FORT ROSEBURY — KASAMA — ABERCORN TOURIST CLASS PASSENGER AND CARGO SERVICES

Mon.	Fri.	TABLE 2		Tue.	Fri.
DC-3	DC-3	CH FLIGHT NUMBERS CH		DC-3	DC-3
71	73			72	74
0830	0700	dep.	SALISBURY	arr.	1845
0945	0815	arr.	KARIBA	dep.	1730
1000	0835	dep.	KARIBA	arr.	1710
1040	0915	arr.	LUSAKA	dep.	1630
1105	0940	dep.	LUSAKA	arr.	1600
1140	1015	arr.	BROKEN HILL	dep.	1525
1155	1030	dep.	BROKEN HILL	arr.	1510
1240	1115	arr.	NDOLA	dep.	1425
1330	1040	dep.	NDOLA	arr.	1335
1430	1240	arr.	FORT ROSEBURY	dep.	1235
1450	—	dep.	FORT ROSEBURY	arr.	1215
1600	—	arr.	KASAMA	dep.	1105
1620	—	dep.	KASAMA	arr.	1045
1705	—	arr.	ABERCORN	dep.	1000

"PARADISE ISLAND" INCLUSIVE TOUR SERVICE

Sat.	SALISBURY TABLE 4 VILANCULOS						Sun.	
DC-3							DC-3	
60	CH		FLIGHT NUMBERS		CH		61	
0945 1220	dep.	—	—	—	SALISBURY VILANCULOS	—	arr. <td>1705 1430</td>	1705 1430
	arr.	—	—	—		dep.		

VISCOUNT FARES

Safari

(Coach Class Air Service)
OPERATED JOINTLY BY AIR-
WORK LTD. AND HUNTING-
CLAN AIR TRANSPORT LTD.

	SINGLE	RETURN
To LONDON	£ s.	£ s.
From Blantyre — — — — —		
From Bulawayo — — — — —		
From Livingstone — — — — —		
From Salisbury — — — — —	127 0	226 12
From Lusaka — — — — —	124 0	223 4
From Ndola — — — — —	123 0	221 8

KARIBA TOURS

All-In Excursions from
Salisbury every Sunday
with conducted tour of
the Dam site. for **£10**



SALISBURY — KARIBA — LIVINGSTONE — MONGU LUSAKA — SALISBURY TOURIST CLASS PASSENGER AND CARGO SERVICES

		TABLE 3			
Tue.	Thur.			Tue.	Thur.
DC-3	DC-3			DC-3	DC-3
87	89	CH FLIGHT NUMBERS CH		88	90
0830	0800	dep. —	SALISBURY — arr.	1850	1855
0945	0915	arr. —	KARIBA — dep.	—	1740
1000	0935	arr. —	KARIBA — dep.	—	1725
—	1015	arr. —	LUSAKA — dep.	1710	—
—	1100	dep. —	LUSAKA — arr.	1650	—
1125	—	arr. —	LIVINGSTONE — dep.	—	1600
1210	—	dep. —	LIVINGSTONE — arr.	—	1530
1350	1310	arr. —	MONGU — dep.	1440	1350

"PARADISE ISLAND" INCLUSIVE TOUR SERVICE

Sun.	JOHANNESBURG TABLE 5 VILANCULOS										Sat.	
DC-3											DC-3	
62	CH			FLIGHT NUMBERS				CH			63	
1030 1345	↓ dep.	arr.	— — —	JOHANNESBURG VILANCULOS				— — —	arr.	dep.	↑	1725 1410

'PARADISE ISLAND' FULLY INCLUSIVE CHARGES

	Period	Adults	Children over 2 and under 12	Infants
From Johannesburg — — — —	6 days 13 days	£ s. d. 48 0 0 61 0 0	£ s. d. 24 0 0 30 10 0	£ s. d. 9 10 0 16 0 0
From Salisbury — — — — —	8 days 15 days	40 0 0 53 0 0	20 0 0 26 10 0	10 0 0 16 10 0

3 day 'all-in' holiday at VICTORIA FALLS for only £28

includes AIR FARE, ACCOMMODATION, MEALS,
CONDUCTED TOURS BY PRIVATE CARS.

Hunting - Clan African Airways Schedules 1959⁶

Hunting Clan-African Airways 1959 Timetable from which these routes were adapted. It's interesting that H-CAA offered 'tours' to 'Paradise Island' and the newly constructed Kariba Dam. Not sure what £10 pounds Sterling is worth now or whether it was good value for money at the time!

⁶ Timetable extract courtesy of Timetable images

The other interesting feature of the timetable is that H-CAA had moved into the 'Tourist industry' with the offer of the "3 day 'All-in' holiday at Victoria Falls for only £28" and its flights to 'Paradise Island' There was also an option of a Kariba Dam Tour too. Are these one of the earliest Package Tours perhaps?

The Aircraft:

From researching the airline I've managed to establish that the two DC-3 aircraft that operated on the routes were registered as; VP-YNH & VP YON. These flew for H-CAA during the 1950's.

VP –YNH – It's not clear when this AC first took to the skies. It appears to have had quite a bit of military service and then it spent sometime in the UK as G-AMSK before joining the H-CAA fleet. It ended its days with Sunbird Aviation at Kilaguni AP (Kenya) on the 15th Aug 1987 it "Struck a bush in poor weather"⁷ and was written off. Fortunately all 28 Occupants survived.

VP-YON- The history of this AC is more comprehensive. It started service with the USAF 27th Feb 1943 and then joined the RAF the same year 26th March. From there Suidair International Airways (RSA) took delivery of her as ZS- BJZ and then on to the Union of Burma Airways. It then entered the Hunting-Clan 'fold' when it joined Field Aircraft Services and H-CAA. After service with H-CAA it moved back to the UK to Derby Aviation (G-AOFZ) then British Midland Airways and finally Gulf Aviation Ltd. Its flying days ended on the 17th August 1966 at Azaiba Seeb Airport (Oman) after crashing on takeoff ⁸ The AC took off from runway 06, lost height and struck some trees before crashing some 565yds from the end of the runway. Again, luckily, there were no fatalities and all 20 occupants survived. According to the Air Safety Network report: there was a:

"Loss of engine power due to the carburetor air intake shutters had been selected to 'Hot air' instead of 'Ram air'. On other C-47 aircraft operated by Gulf Air, the air intake control levers were positioned the other way around." ⁹

Below are some photographs taken from the era showing the two DC-3 aircraft used by H-CAA

⁷ Air Safety Network Website

⁸ The Dakota Assoc. of S. Africa

⁹ Air Safety Network Website

Hunting - Clan African Airways



H-CAA's two DC-3's at Salisbury International 1959 leaving their Hangar

Although, it's not possible to see their registration, it's assumed that these are VP-YNH & VP-YON

Photograph by kind permission of Brian Robbins

HC-AA DC-3 on the Ramp at Salisbury International 1959; Unfortunately, we can't see the Registration of this DC-3¹⁰



¹⁰ Photograph courtesy of Brian Robbins



H-C AA VP-YON at Mongu 1959. ¹¹

¹¹ Photographs courtesy of Brian Robbins



H-CAA DC-3 at Harare 1959.¹²

¹² Photographs courtesy of Brian Robbins

The Flights:

These flights have been taken from the H-CAA Timetable dated 1st of January 1959. All of the templates have times and the days in which the flights operated. As the inside cover of the timetable illustrates, these are a mixture of both passenger and cargo flights.

You can choose to fly these in either 'bite sized' pieces, they're handy for when one has a spare half hour or so, or you can choose to do them all in one day. Taking off at Harare say with a (nearly) full tank and completing the whole lot of flights, as in Table 2 for example, from which the majority of the flights are taken. Not sure what the re-fuelling facilities situation was at some of the destinations, but one would imagine they were few and far between!

Although the majority of the flights take place within the then Central African Federation (CAF) there are a number that take us outside of the region; these are H-CAA's 'Inclusive Tour Service' which are longer, but still interesting. H-CAA was probably one of the first Airlines to introduce 'Tours' and 'All Inclusive' packages for passengers.

At the start of each flight I've added a 'briefing' for the flight and given a bit of background on the destination and the route in general, which, I hope you'll find interesting and informative. I certainly did researching them.

When H-CAA operated, it must have been a very interesting time for the company's employees and their passengers. What drew me to this Airline was the 'pioneering spirit' of it and the people that it served. The other major factor of course was that they used the trusty DC-3, often to its very limits. Of course, without the incredibly skilled flight crews of these aircraft, then the Airline, couldn't have operated where it did.

On a more technical note, DCA Flyers can fly these routes using both FS9 and FSX. There doesn't seem to be any great difference in terms of the routes and the navigation in general. The Aerodromes/Airports/Airfields are quite basic; however there are a couple of updates available, which I've used in FSX and they're quite good. These are listed at the end of this introduction.

Useful Links for Updates: Below are a few useful links for some of the Airports we will visit. I can't vouch for the quality of the FS04 downloads, however. I've used the FSX ones and they're fine. I've named Flightsim.com and AVSIM as the main sources, no doubt there are more. A good overall useful Scenery link is: <http://www.freewarescenery.com/fsx.html>

This Site has a wide variety of global scenery for both FSX and FS09; including the some of the Airports we visit.

FSX

Livingstone International. Zambia	livingstone.zip	Flightsim.com/AVSIM
Livingstone International. (A Fix) Zambia	livingstonefix.zip	Flightsim.com/AVSIM
Harare International	There are a number of Downloads for this Airport. And 'Mesh' for Southern Africa. harare-1.zip This link should take you to all of them	Flightsim.com/AVSIM
Victoria Falls Airport	victoriafallsairport.zip	Flightsim.com/AVSIM
Kariba (FVKB) This is an AFCAD Download.	fvkb.zip	Flightsim.com/AVSIM

FS04 (ACOF)

This is African Scenery for the 1960's and includes scenery for Zambia & Zim. I haven't used this so can't comment.	africa_1960.zip	Flightsim.com
This is an AFCAD File for Harare. Go to this link in Flightsim.com and there are numerous downloads	af2fvha2.zip	Flightsim.com
AFCAD Files for Lusaka City (FLLS)	af2_flls.zip	Flightsim.com

Acknowledgements:

I first got the idea to do this project after flying some George Blundell-Pound's flights. These sowed the seed as it were. So thanks George.

This has been my first ever attempt at this sort of thing and my first attempt at flight planning in general. So, it was with great trepidation I embarked on this project. A number of people have offered invaluable support throughout this project

Firstly, a huge thanks to Tim Cook (DCA 813) who has been both the 'Test Pilot' and my mentor for these flights. Tim has been very supportive throughout this process and I might add very patient. Without Tim's valuable input and guidance, you may well have found yourselves flying into mountains and making 3,000 fpm descents 1 mile from an Airport!! It has happened, believe me.

Secondly, thanks to Norm Hancock (DCA 134) with whom I first discussed this idea and encouraged me to go ahead with it. Charles Wood, who's Navigation Manual (as I call it) has been invaluable, I repeatedly refer to it. I need it!

I've listed as footnotes the contributors in terms of where information has come from, however, without discovering the website www.timetableimages.com hosted by Bjorn Larsson & David Zekria. I wouldn't have developed such an interest in Airlines of the past. If you haven't visited this site, do so, it's worth a visit.

Thanks to Wim Demeyer (DCA 2029) for his input and ideas during the research of H-CAA for this project, in particular the Airport Scenery.

Thanks to Brian Robbins, for his permission to use his photographs of H-CAA DC-3 Aircraft.

Finally, thanks to all at the DCA 'Club' who 'run' the site and keep it going. It gives me and many others a great deal of enjoyment.

If you choose to fly these routes, I hope you enjoy them, I certainly have. If you do fly them and have any suggestions for improvements, then these will be gratefully received.

Ralph Connell DCA 2046

Pretoria

South Africa

raifconn@live.co.za

