



1946~1967



Douglas C-47B VP-YNH (c/n 32954/16206) 'Kariba' at Salisbury, Rhodesia on 2nd April 1962.

BOAC was invited to audit the company. Their report was submitted in December and so began the long-term BOAC/CAA relationship. Vikings were introduced on the 19th November operating the main South-North trade route from Johannesburg-Salisbury-Nairobi, whilst the Doves operated services from Salisbury to Blantyre and Salisbury to Bulawayo from the 9th December. CAA also leased two Bristol B.170 Mk. 21E Freighters configured as passenger-cum-freighters with 32 removable seats and an adjustable bulkhead. The first VP-YHW arrived on 2nd August 1948 and inaugurated the 'Copper Trader' service on 16th August from Lusaka-Salisbury and also Ndola-Lusaka-Bulawayo-Johannesburg. The second B.170 VP-YHZ arrived in October but both aircraft left in December 1949 to join the West African Airways Corporation (WAAC) of Lagos.

On 1st April 1950 the Golden Viking direct service was introduced from Salisbury-Johannesburg, and also a service from Salisbury-Blantyre-Dar es Salaam-Nairobi. Then, on 1st January 1951, rugged DHC.2 Beavers were introduced in the rural areas of Southern Rhodesia connecting Fort Victoria, Gatooma, Gwelo, Que Que and Umtali to Salisbury and Bulawayo. More Vikings arrived and operated from Salisbury-Livingstone (Victoria Falls) on 25th March, Johannesburg-Livingstone on 1st April, 'Starlight' low fare night flights from Salisbury-Bulawayo-Johannesburg on 1st July, and also Salisbury-Bulawayo-Lourenço Marques on 10th August. The Beavers were a great success so more were bought and on 1st December they started services in Northern Rhodesia and Nyasaland.

During September 1952, a meeting took place in



DC-6 I-DIMT (c/n 43217) is seen at Salisbury on 6th January 1963 whilst under lease from Alitalia.