Careers in Aviation & The Why, What and How

Presented by the Algoa Flying Club
www.algoafc.co.za
Have you been thinking about starting a career as a professional pilot?

You have dreamed about it for years. As far back as you can remember, you have hankered to be a pilot. Now you are sitting on the proverbial fence. Can you do it? Should you do it? All you need is one good reason.

**Top Reasons Why You Should Be A Pilot**

1) **There is nothing like your first solo flight.**
After you have taken lessons for a while, your instructor will tell you one day to stop the plane on the taxiway. He or she will open the door and step out while your heart jumps into your throat.
You’ve convinced your instructor that you’ve got the “right stuff,” you’re ready to solo, to bring everything back in one piece—to be *on your own*. The second you take off on your first solo flight, every pilot comes to a shocking realization: that YOU are the only person in the world who will get the plane back on the ground safely. When you land, you will realize that you have done something that so few people around the world have accomplished. It will be one of the biggest rushes of adrenaline you will ever experience.
In addition, on that day when the DFE examiner shakes your hand and hands you your Pilot’s License, you will have goose bumps from head to toe. No graduation will be more exhilarating.

2) You learn more about yourself.

Your decision-making changes very quickly as you are trained to judge challenging situations thrown at you at a moment’s notice. You will learn what your limits are and what kind of work it takes to improve them. The cockpit of an airplane truly is a great place to “get away from it all”. Throw the Blackberry in the briefcase, or turn off your cell phone. Stop the nonsense that is chasing you everywhere you go. As a pilot, you leave the rat race behind the moment those wheels leave the ground. Moreover, you can think! It is amazing how the drone of an engine clears out the cobwebs.

If you are a musician, tunes come to you that never enter your mind on the ground. Alternatively, perhaps you have been pounding your head for weeks trying to think of a better business plan. Suddenly, there it is, sitting in the most beautiful sunset you have ever seen. 

*Flying is not about transportation; it is about transformation.*

3) You fly when, where, and how you want.

Are you tired of pushing through packs of people waiting to be searched by airport security? Private pilots get to avoid all of that mess, flying themselves directly where they need to go.

4) It can lead to some pretty cool careers.

Put your finger on any continent of the globe and you will find a pilot there. The different careers you can hold as a pilot are incredible. (See page 16 for a detailed list of the various careers in aviation)
5) The destinations.

It is no secret that pilots get to travel a whole lot. Whether it is around your state, or around the world, you will get to see and experience things like never before. Even while looking down on things (literally), you do not develop a sense of superiority. Oh, we have all met the cocky pilots who think they are God’s gift to aviation. Trust me; they are the exceptions, not the rule. The true pilot is humbled by the experience. You realize you are a tiny speck in a vast world, full of incredible greens and blues and other hues too beautiful to describe. There are moments when time seems to hold its breath—while you are holding yours: Can this be true? If I am dreaming, do not pinch me.

6) You are a member of an elite club.

Surely, you have heard of Wilber and Orville. How about Eddie Rickenbacker? (If not, it is time for some homework.) Does the name Charles Lindbergh ring a bell? How about Amelia Earhart, Chuck Yeager, Jimmy Doolittle, John Glenn, Alan Shepard, Neil Armstrong, just to name a few. In addition, the latest in a list of famous pilots: C. B. Sullenberger. You can join the ranks of these men and women who made a difference in history. Only about 2% of the world’s population has a pilot's license, and as a pilot, you can be one of them. If you want to stand out from the crowd, this is a great way of getting there.
7) It makes you a better person and you get to share the experience with friends and family.

Let us say it should. If you start becoming aviation’s Mr. Hyde—gruff, proud, and combative—and you dominate every conversation by talking about your newfound greatness, then seek another pastime. Like bungee jumping. As a pilot, you should become more disciplined, more thoughtful, and tolerant of others. More appreciative of life. In a word, joyful. A near-and-dear pilot friend said it best: Flying is not about transportation; it is about transformation. Showing off your city from above with that new piloting ability is so much more fun with other people in the cockpit. You will have everyone begging for flights...

8) It’s a challenge.

If flying were not a challenge, it would not be nearly as rewarding. In addition, without the bad days, there could not be good days. Remember that as you begin training, it will not always be easy, but it will always be rewarding. Walk into a hangar some day and find that klatch of old pilots chatting among themselves. Ask if any of them ever regretted taking up flying. They will look at you as if you just confessed to being sorry you won the lottery. Then they will bend your ear for hours, if you let them, about all the adventures. You can have them, too. Incredible places. Sights unbelievable. Hair-raising brushes with death (you will love telling your grandchildren about those!). Nevertheless, you will need to bear one thing in mind: pilots are like fishermen. The older the story, the better it gets.

9) It’s in your blood.

Flying is addictive. For most of the new pilots out there, it has been a long-time, if not lifetime, dream to become an aviator. That itch to take the controls does not fade easily. Low and slow, or high and fast; it does not matter. You can slip along in a Stearman at tree-top level and let the wind whip your scarf backwards while you glide over yellow fields filling your head with the sweet smell of hay or alfalfa. Soothing.
Alternatively, you can be at forty thousand feet, not far from the speed of sound, painting the sky with white contrails while you take in the crystal blue as far as the eye can see.

Confess it: you have wanted to be a pilot ever since you were a kid who stared up into the sky, searching for the source of that roar that made your skin tingle.

On the other hand, perhaps your desire goes back even earlier. Lying in a crib, you slobbered over that airplane mobile spinning round and round above you. You reached for it, didn’t you? In addition, you are still reaching. *Grab it.*

10) You have the best view in the world.

So how about it? Ready to get off that fence and become a better you? Then carry on reading...

As the saying goes, “If you do what you love doing, then you will never work a day in your life”. How would you feel if your office or work place was located in the cockpit of an airplane, small jet or an airline jumbo jet while been
thousands of feet up in the air? The ultimate feeling of flying and freedom, could there be anything better? So if you have ever wanted to learn to fly or become a pilot, now may be the perfect time to do so as there is a substantial need for many different types of certified professional pilots.

How to become a Pilot?

To become a pilot, you do not have to be in great shape or have superior hand-eye coordination. For private pilot privileges, you will have to, at some point, pass some medical exams, but for most this is little problem if you do not have a known heart condition and your vision is reasonably good or can be corrected (with glasses or contacts) to be good (not necessarily perfect). If you have concerns, see a doctor first.

What do you need to do?

Firstly - you must have the passion! Who wants to spend the rest of their working life doing something they are not passionate about? This is a tough and expensive profession to get into. Apart from the money, it is going to take a huge amount of work and dedication from your side. You are going to need to be very passionate and hard working if you want to succeed. Like any profession, you do not simply qualify and hit the "big time". If you had studied law or accounting instead, you would still have your articles to serve after you qualify. The same is going to happen here. After you get your Commercial Pilots Licence - before most companies will even look at you, you
are going to need at least 500 flying hours in your logbook. That is not because the employer does not trust you; it is because their Insurance Company will not cover you in their clients zillion buck aircraft! The toughest part of your internship will take place here.

**Mental attitude is everything.** Throughout your career, confidence must be tempered with humility. One never stops learning in this game and **you must have the ability to learn from others’ mistakes.** **Under-confidence is just as dangerous as overconfidence** - so good self-esteem is essential. These are the reasons most companies require a psychometric evaluation before they will consider employing you.

**Medically,** many impediments that were an immediate disqualification years ago are now acceptable, as long as they can be corrected. Eyesight for example. The air force still has more stringent medical standards for their recruits but that’s because their financial investment and risk is greater. Should you lose your medical while employed as a professional pilot most companies have a **Loss of Licence Insurance** to cover you until you are fit to fly again, or even a lump sum payout if you are permanently boarded.

Academically, it obviously helps to have **Maths** and **Science** to Matric (Senior) level but even if you haven’t, there’s nothing to stop you taking extra lessons to get up to scratch in these areas. **Good English is obviously vital as it is the international aviation language.** *(Geography* is another very useful subject although not mandatory.)*

In South African Airways the minimum requirement is a Grade 12 / Matric with Maths and Science – that’s obviously in addition to your flying qualifications. Although only a Commercial Pilot Licence is required to be eligible for the interview, if you arrive without your ATP (Airline Pilot Licence) you are unlikely to be selected; given that most other candidates will already have theirs.

Remember; you will be competing against the "cream of the crop" candidates for the top job, and the more attractive your qualifications and experience are, the better your chances of being selected. **Airline selections are conducted on a point system and you will score points for experience and qualifications.**
Having an ATP, Instructors Rating, Multi crew, Multi engine, Turbine endorsement, all count for big points. Another factor is the age/experience ratio. Obviously the older you are, the more experience the airline expects to see you with. Airlines do their homework meticulously. Internationally this is a close-knit community and if you are prone to slovenly behaviour or have a reputation as a heavy drinker or show-off, you can rest assured the selection board will know about it before you arrive for the interview.

So where do you go from here?

Once you are certain flying is what you want to do, make the effort in finding a good school. (Moreover, even if you are NOT certain this is what you want to do - do not worry - you will find out soon enough after you start!) The "flying bug" will either bite you or not. (In addition, do not be concerned if you are a little frightened of flying in the beginning - that is quite normal and has happened to most at some point during training.)

After you've enrolled at a flying school and complied with the administration procedures, the induction course, the medical and a few exams you will be on your way to getting your Student Pilot License. You will need this license in order to complete your First Solo flight. (A milestone which will take place
when your instructor accesses you as ready - normally between 15 and 25 flying hours.)

Thereafter you will have to complete the rest of the academic subjects and flying curricula before you will be ready to undertake your Private Pilot Flight Test (at a minimum of 45 flying hours.) With your PPL, you are now legal to carry passengers in your aircraft (but not for hire and reward.)

To be legal to fly as a professional pilot you will need to qualify for the Commercial Pilot License (CPL). This is a difficult continuation of the course and will require much more study and flight training before you will be ready to undertake your CPL flight test (minimum 200 hours total flying time) and the Instrument Rating flight test (absolutely essential to fly in cloud.) After that, you will most likely do a conversion on a twin-engine aircraft or some other complex aircraft in order to develop and sharpen your skills as a pilot. Congratulations! - You are now legally employable.

Once employed you will naturally be paid as you accumulate more experience. After you have passed the Airline Pilot License exams and logged a minimum of 1500 flying hours, (encompassing certain minimum requirements in terms of hours of night flying, pilot-in-command time and instrument flying and navigation experience) you will be eligible for the ATP flight test.

This is the "Master's Degree" of flying qualifications and will take you several years of study and hard work to achieve. With this qualification the "doors start opening" and you will become eligible for airline interviews and other sought after flying jobs.

This is typically the progression you can expect in your civilian flying career. **And the progress never stops.**

Because within the airline or company you fly for, you will find a whole **new career path.** Depending on the airline, you will join the company as a "Second Officer," meaning that you will be the third pilot on the flight deck, helping the primary crew with "in flight relief" on the long range routes. Later you will advance to co-pilot (**First Officer**) then **Senior First Officer** and eventually to **Captain** and **Senior Captain.**
This takes many years. The detail varies, and some pilots achieve their goals quicker and more fortuitously than others, but it's a good summary of the way it works in the aviation business everywhere. **It is a tried and tested system** and ensures that the people on the flight deck of the world's airliners are the best-qualified and most experienced pilots available for the job. **And that of course is good for FLIGHT SAFETY! And ultimately, that is the most important part of this job!**

**What are The South Africa South African Civil Aviation (S.A.CAA) requirements for a Pilot Licence?**

In order to begin flight training for a pilot licence in South Africa, the student must hold an appropriate current “aviation medical certificate”. This applies to aeroplanes, helicopters, and microlights.

To apply for the Pilot Licence, the student must be 17 years or older, hold a current Radio Telephonic Licence and have passed the required examinations.

**Student Pilot Licence requirements**

- Hold a current Aviation Medical Certificate Theoretical
- Knowledge Course and Examinations to be passed - The theoretical knowledge course and pre-solo theoretical examination will cover the following aspects:
  - Air Law - as appropriate to student pilots
Aircraft Knowledge - covering the aircraft make and model used for training.

Written theoretical knowledge examinations - conducted at an Aviation Training Organisation which has been approved by S.A. CAA.

Application to S.A.CAA for a student pilot licence
A student cannot be released for their first solo flight unless he/she: has undergone a minimum of 10 hours of dual flight training. The student must prove to possess adequate knowledge of the basic principles of flight.
Before a student pilot is authorised to conduct his/her first solo flight, the flight instructor who conducted the dual competency check flight must endorse the student’s logbook in accordance.

Private Pilot Licence (Aeroplane) requirements

- Training - The aim of your Flight School is to train “you the student” to the level of proficiency which is required for the issue of a Private Pilot Licence (PPL). This licence may not be used for remuneration, but may be used to act as pilot-in-command (PIC), or as a co-pilot of any aeroplane for which you hold a valid class or type rating, engaged in non-revenue flights. The training comprises a practical and theoretical course, which includes a minimum of 45 flying hours and must include 15 solo flight hours. Additional hours are often required before you are confident and competent to achieve your licence.

- Examinations to be passed
  - Aviation Meteorology
  - Flight Performance and Planning
  - General Navigation
  - Aircraft General
  - Principles of Flight
  - Human Performance and Limitations
  - Air Law
  - Radio Telephonic Licence
  - Skill test for Private Pilot Licence

Commercial Pilot Licence (Aeroplane) requirements
The aim of your Flight School is to train you to the level of proficiency, which is required for the issue of a Commercial Pilot Licence (CPL).
This requires a Theoretical Knowledge and Practical Training Course with a minimum of 200 flying hours. A Commercial Pilot Licence may be used for remuneration and to act as pilot-in-command (PIC), or as a co-pilot of any aeroplane for which you hold a valid class or type rating.

- Theoretical Knowledge Course and Examinations to be passed. The knowledge acquired must be sufficient for you to pass examinations in the following theoretical knowledge subjects
  - Aviation Meteorology
  - Flight Performance and Planning
  - Radio Aids and Communication
  - General Navigation
  - Instruments and Electronics
  - Aircraft Technical and General
  - Human Performance and Limitations
  - Air Law
  - Radio Telephony

Due to S.A. CAA regulations, you are also currently required to undergo an English proficiency test.

The South African Civil Aviation Requirements for a Pilot Licence (Helicopter) are very similar to the procedure and requirements for the Student, Private, and Commercial Licences for fixed wing aircraft (Aeroplane).

Well - in the words of Forest Gump, “that’s all I’ve got to say about that.” I hope this helps you make an informed decision about your future. If there is any further advice you require, or even if you just want to have a chat about your prospects, please feel free to contact us at Algoa Flying Club on 041 581 3274 or info@algoafc.co.za
Now lastly, the million-dollar question: How do you pay for all this?

Well, if you are lucky perhaps your parents will consider paying for flight school instead of university. Depending on what you would have studied at university, the costs will be comparable to a five-year degree course. Alternatively, you can try the banks. Although most South African banks will not give you a student loan for flight training - they will consider a loan if they hold some type of collateral or guarantee in return.

As far as bursaries go: In South Africa it is the Sector Education Training Authorities (SETA) intention to sponsor flight training through the Transport Education division of the Training Authority. (TETA) The finance will effectively come from the National Skills Fund (to which all SA companies contribute) as a training bursary to selected South African students, to be used through approved flying schools. Not all South African flying schools are SETA approved so you will need to check with them first before applying for a bursary.

Contact the Government Transport Education Training Authority or the National Skills Fund for more information on this scheme.
“Flying is the second greatest thrill known to me -
Landing was my first.”

L. B. Jones
Aeronautical Engineer: He or she develops, designs and tests aircraft, missiles, satellites and other systems.

Aircraft assembler: He or she assembles, fits and installs pre-fabricated parts to manufacture fixed wing or rotary wing aircraft or aircraft sub-assemblies.

Aircraft Composite Structures Worker: The Technician in this trade is responsible for the maintenance, repair and manufacture of plastic, fiberglass and honeycomb structure components.

Aircraft Electroplater: This trade entails the placing of a thin protective layer on aircraft parts by means of electrochemical processes.

Aircraft Instrument Mechanic: is trained to repair, test and install navigational and flying instruments, such as the automatic pilot and electronic compasses.

Aircraft Maintenance Engineers (AMEs): He or she diagnoses, adjusts, repairs, replaces or overhauls aircraft engines and assemblies, such as hydraulic and pneumatic systems, wings and fuselage, and functional components including rigging, surface controls, and plumbing to ensure airworthiness.

Aircraft Painter: Technicians in this trade are responsible for the protective and decorative finishing of the aircraft, its engines and components.

Aircraft Radiotrician: This person’s responsibility is to carry out maintenance of all communication equipment of the aircraft.

Aircraft Structures Worker: The Aircraft Structures Worker is mainly responsible for the maintenance, repair, overhaul, manufacturing and modification of the aircraft structure and its components.

Aircraft Trimmer: This trade is responsible for the manufacturing, maintenance and repair of interior components such as fabric covered panels, carpets, curtains and seat covers.

Aircraft Welder: This Technician is responsible for the repairing of aircraft components by applying various welding processes and advanced technologies.
Airline Station Manager: The station manager is in charge of all ground and flight operations for his/her airline.

Airport Planner: It is this person's job to plan and design airport facilities. It is also his or her role to create a master plan for the airport, noting the increasing demands of passengers and the airline services.

Airport Customer Relations Agents: This person is responsible for management and resolution of customer queries. They also ensure availability and serviceability of airport infrastructure.

Air Traffic Controller: An air traffic controller's job includes tower control, which handles all aircraft movements, take-offs and landings, while approach control monitors approaching and departing traffic, en route control and information and advisory services.

Aviation Law: This is a highly specialised aspect of the law, and is very much internationally orientated. It is recommended that you contact universities for more information.

Aviation Medicine: General practitioners take the course, to be in a better position to deal with patients transported by air, or to carry out the required medical examinations for the issue and renewal of personnel licenses.

Aviation Safety Specialist: Aviation safety specialists report incidents and accidents and ensure that their causes are made widely known to all that could benefit by the knowledge.

Aviation Turner and Machinist: The technician in this trade is responsible for the modifications, repair and manufacture of aircraft parts.

Cabin Crew / Flight Attendant: He or she checks passengers' names and destinations, enforces safety rules, serves food, oversees passengers' comfort, and directs evacuation procedures in the case of an emergency.

Co-pilot: The co-pilot assists the pilot in the operation of the flight controls, watches the instruments and weather, handles radio communications, and keeps logs.

Electromechanic: The electromechanic maintains teletype equipment, landing lights, beacons, and stand-by generators.

Electronics Maintenance Technician: This person maintains navigational aids and communication equipment, such as radar and radio beacons.
Fitter and Turner: The fitter and turner is trained to manufacture parts and aircraft components.

Flight Dispatcher: The flight dispatcher works with the pilot planning flight requirements, authorizes take-offs or cancels flights, and advises pilots in the air on weather or route changes.

Flight Engineer: The flight engineer monitors the in-flight operation of the engines and aircraft's mechanical and electrical systems.

Flight Line Mechanic: The airplane is prepared for test flight after final assembly by the flight line mechanic.

Ground Handling and Emergency Services: When on the ground, aircraft need to be moved around, refueled, cleaned and so on. Also, emergency services such as airport rescue and fire-fighting teams have to be available at all times to react to emergencies. Paramedics and fire-fighters are employed by these services.

Helicopter Pilot: These pilots can make flights to otherwise inaccessible areas.

Loadmaster: He or she supervises proper tie-down procedures of cargo and calculates weight distribution of the load.

Meteorologist: He or she analyzes weather data and makes weather reports to the pilot and dispatcher. He or she may also work with the flight dispatcher preparing flight plans.

Navigator: The navigator plots the course, reports positions, and estimates arrival time.

Operations Agent: The operations agent oversees the loading and unloading of the aircraft and checks the distribution of the aircraft load and fuel.

Pilot: He or she flies aircraft of all sizes, transporting passengers and cargo across the country and around the world. They are responsible for the safety of the airplane, its passengers, the crew, and any cargo on board.

Radartrician: Radar systems are used in aircraft as well as on the ground. The radartrician is responsible for this equipment in the aircraft.

Reservations Clerk: This clerk handles telephone inquiries about flight schedules and fares and makes flight reservations for airline passengers.

Ticket Agent: The ticket agent sells tickets, weighs and tags baggage, and answers questions on schedules and fares.
CAREERS OFFERED BY ACSA

AIRPORT OPERATIONS
- Aviation Safety & Security Officer
- Airport Fire Fighter

Requirements
Gr. 12, Safety & Security Diploma, Fire Fighter 2 and other relevant Regulatory Qualifications e.g. NKP, PSIRA

AIRPORT ENGINEERS & TECHNICIANS
Requirements
Gr.12, B-Degree in Engineering (Industrial, Mechanical, Electrical etc.) or any other relevant three year qualification.

AVIATION SERVICES
- Airport Planner
- Airport Statistician
- Environmental Safety

Requirements
Gr.12, B-Degree in Environmental studies, Architecture, etc.

AIRPORT CUSTOMER RELATIONS AGENT
Requirements
Gr.12 and relevant Tertiary Qualification e.g. Travel & Tourism or similar field.

CAREERS OFFERED BY ATNS

AIR TRAFFIC CONTROLLER (ATC)
Requirements
- Must be at least 18 years
- Grade 12
- Mathematics: HG & D, SG & C or Level 4
- English: HG & D, SG & C or Level 4

AIR TRAFFIC SERVICES ASSISTANT (ATSA) - Requirements are the same as for the ATC
CABIN CREW / FLIGHT ATTENDANT
Requirements:
Applicants should be outgoing South African citizens; medically fit; at least 1.58 metres tall.

SAA TECHNICAL
Aircraft Mechanic; Aircraft Electrician; Aircraft Instrument Mechanic; Aircraft Radiotrician; Aircraft Structures Worker; Aircraft Welder; Aviation Turner and Machinist; Aircraft Painter; Aircraft Trimmer; Aircraft Electroplater;

Requirements
- Grade 12
- Pure Math’s: HG - D, SG - C or Level 4
- Physical Science: HG - D, SG - C, Level 4 OR
- N3 Certificate with Mathematics and Engineering Science

CAREERS OFFERED BY SAPS

PILOT
Fixed-wing and Helicopter

Requirements
- Grade 12
- Private Pilot License
- Previous flying experience

TECHNICAL
- Aircraft Avionician;
- Electronics Mechanic and
- Aircraft Maintenance Engineering

Requirements
- Grade 12 (Pure Maths & Science Level 5) or
- N3 with Aircraft maintenance theory as a subject (For Apprenticeship)
CAREERS OFFERED BY ATNS continued

ENGINEERING TECHNICIANS
Requirement: S4 Electrical Engineering (Light Current)

CAREERS OFFERED BY SAAF

PILOT & NAVIGATOR TRAINING
Requirements
- Grade 12
- English: HG - D, SG - C or Level 4
- Pure Mathematics: HG - D, SG - C or Level 4
- Physical Science: HG - D, SG - C or Level 4
  OR
- N4 with Mathematics and Physical Science: 60% or higher OR
- N5/6 or first year university of Technology: 50% or higher

ENGINEERING
Aeronautical Engineering; Electronic Engineering; Industrial Engineering; Mechanical Engineering

Requirements
- Grade 12
- English: HG - C, SG - B or Level 5
- Pure Mathematics: HG - C, SG - B or Level 5 and
- Physical Science: HG - C, SG - B or Level 5
  OR
- N4 with Mathematics and Physical Science 60% or higher OR
- N5/6 or first year university of Technology: 50% or higher

CAREERS OFFERED BY SAA

SAA CADET PILOT TRAINING PROGRAMME
Requirements
- Matric certificate/Grade 12/N3 or relevant qualifications (SAQA accredited)
- Pure Maths or Statistics 101: HG - D, SG - C or Level 4
- Physical Science or Computer Science: HG - D, SG - C or Level 4
- English: HG - D, SG - C or Level 4
CONTACT DETAILS

Air Traffic & Navigation Services (ATNS)
Private Bag x15, Kempton Park, 1620.
Email: recruitment@atns.co.za
www.atns.co.za

South African Air Force (SAAF)
SANDF Recruiting Centre, Private Bag x281, Pretoria, 0001,
www.saairforce.co.za

South African Police Service (SAPS Air Wing)
Career Management
Private Bag X241, Pretoria, 0001
www.saps.org.za

Airports Company South Africa (ACSA)
P O Box 75480, Gardenview, 2047
www.airports.co.za

South African Airways (SAA)
Private Bag x13,
OR Tambo International Airport, 1627
www.flysaa.com

Department of Transport (DOT)
Private Bag x193, Pretoria, 0001
www.dot.gov.za

South African Civil Aviation Authority (SACAA)
Private Bag x73 Halfway House, 1685
www.caa.co.za
As youngsters, many of us dream of becoming pilots, but few of us act on this dream. We set it aside as the years go by, convinced that flying will be beyond our means or our talents. No matter how badly we want to fly, we convince ourselves it is for "other people", and we look wistfully at light aircraft passing overhead, imagining the lifestyles of those wealthy enough to be able to indulge this pleasure. In fact, the reality is very different. Our pilots are just ordinary men and women who have realised that you do not ever have to give up your dreams, so long as you are prepared to work for them.

Algoa finds its roots before the 2nd World war when the Port Elizabeth Aero Club was formed in 1929, training pilots on Tiger Moths.

The club was reformed in 1956 as the Algoa Flying Club, named after Algoa Bay on the coast of which the city is situated.

The local flying school came under club ownership in 1971. This makes the Algoa Flying Club one of the oldest and most established Flying Schools in South Africa.

We provide all forms of flying training and self-fly hire with the specific goal of making flying accessible to as many people as possible, within a friendly environment where members, students and their guests can relax after their flights.

The Algoa Flying Club, a not for profit organisation of flying enthusiasts with the aims and objects of promoting flying and flying training in all its facets and to the highest standards.

It is an organisation that has long established roots and is highly respected in South Africa. Amongst our members are pilots from all walks of life and
include many seasoned flying instructors and seasoned airline pilots. It's the shared experience that helps to make the Algoa Flight Centre the right place to earn your wings. Our rates are highly competitive and we provide a range of aircraft suited both to training the beginner and the advanced pilot. This means that while flying with us is by no means cheap, we keep rates as low as possible, and provide a range of aircraft suited to both training the beginner and the advanced pilot, and allowing qualified pilots to fly for business and pleasure.

Our membership includes a wide cross-section of society, local and international and our students range from those who wish to fly for fun, all the way to those taking the first steps towards a flying career.

Contact us and flying could cost far less than you anticipated, and take you far further.

At the Algoa Flying Club any questions you might have can be answered during an introductory/discovery flight. You will assist in the Pre-Flight inspection and would be sitting in the left-hand seat. This is the seat traditionally occupied by the Pilot in Command, and you will be trained from the very beginning to fly from this position.

The instructor will communicate with the relevant controllers and obtain taxi permission. At various stages in the flight, your aircraft will be
communicating with ground and tower controllers, and with other aircraft, and you will be able to experience these communications first hand.

As you taxi out, you may have the opportunity to try your hand (or foot, as steering is controlled by the rudder pedals) at taxiing. If you do, try not to be distracted by the array of other aircrafts en-route to the runway. Finally, the great moment will arrive. Your aircraft will line up on the centre-line of the runway of a international airport - a fact guaranteed to accelerate the pulse - and it will be time to take off. The instructor will handle this part of the flight, demonstrating the procedures involved, and explaining everything that happens.

Once the aircraft has reached the training area, you will be able to take the controls and observe first-hand the way in which the aircraft responds. All the time, the instructor will be explaining why the aircraft reacts as it does, and answering your questions. When it is time to return, the instructor will land the aircraft, again explaining everything as it takes place, and you will taxi back to the clubhouse for a debriefing session. You will cover everything that has happened in the flight, as well as overview the requirements for taking things further.

This should leave you in a position to decide whether you want to pursue a Private Pilot's License.

**Contact AFC and arrange to take to the skies.**

And to the Mom’s and Dad’s remember it is never too late to learn to fly, so if this was your dream too, why not give it a try – you could be flying your family off to Stellenbosch for the weekend, or going away on a romantic trip for your next anniversary with you in the cockpit.

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**Address:** Algoa Flying Club, Port Elizabeth International Airport, Boeing Road, Walmer, Port Elizabeth, 6070