I'm not a bot



Hi Stefaan, With regret my dad passed away about two years ago. We did not find any of his old albums when we cleaned up. Pity. One of the reasons I am hunting information (I was lucky to have taken the pilots log books of Lt St L G Potgieter on my grandmother's death or it would have also been lost. There is a SAAF air school mention and I do not find it on the map. Can anybody point me? No.4 Air School Benoni. That reminds me, can you please check the e-mail address you gave? sandfdoc@mweb.co.za. It keeps returning unknown. Kind regardsEmileQuote: The cash-strapped SA National Defence Force (SANDF) forked out millions of rand on a chartered Air Zimbabwe flight to bring home eight trainee pilots who had failed their eye tests in Cuba. Already battling budget cuts, a crumbling infrastructure and an internal board of inquiry into nearly R1bn of wasteful expenditure, the latest saga involves the SANDF's vaunted Cuban mil itary training exchange programme, code-named Project Thusano. Three weeks after their arrival in August, eight of the 12 SA Air Force (SAAF) trainees were told they had failed an eye test conducted with a BIC ballpoint pen and were kicked off the programme. The test required trainees to follow the movement of the pen with their eyes. The group spent the next five months cutting grass with pangas unt il the SA National Defence Union (Sandu) turned to the courts in a bid to force the Sandf to bring them home, finally sparking some action but at a huge cost. A Sunday Times Daily investigation, based on data from the international flight tracking website Flight Radar, shows that between August 2021 and January 2022 the SANDF chartered two airlines to ferry personnel to and from Cuba at an estimated cost of several million rand. The first chartered flight, an SAA A340-600 Airbus, was to get the 12 pilots to Cuba via Ghana on August 28. Based on aviation industry data, that flight, which had 200 SANDF personnel on board, cost the flat-broke entity an estimated R7m. In January, facing an urgent court application in the Pretoria high court after fai ling to bring the eight home, the SANDF chartered another aircraft. Air Zimbabwe leased a Boeing 767-200ER for the flight. Aviation industry data show that though the direct cash cost of operating a Boeing 767-200ER is \$8,3000 (R127,766) per hour, charter rates, which include additional costs such as insurance, pilots, navigation and ground handling fees and on-board catering, can cost up to \$27,000 (R415,687) per hour. That means the operating cost would have been between R2.1m and R7m. Flight UM450 took off on January 19, flew via Gambia and landed in Havana 17 hours after take-off. It remained parked on the tarmac at the airport in Havana for a week, adding to the charter costs. The aircraft took off on January 26, flying via Cape Verde and landing in Johannesburg on January 27. Sandf sources said the Air Zimbabwe charter was done on an emergency basis to stave off an urgent application brought in the Pretoria high court by Sandu on behalf of one of the trainees, Heine de Jager, who was since resigned from the air force. Sandu secretary-general Pikkie Greeff said the application, which was to be heard the day the eight returned home, was brought "because for five months the Sandf simply refused to bring them home". remained in Cuba while eight hadreturned. Seven of these had undergone medical tests again and were continuing their military training. Several of the trainees, who are still in the SANDF, said they spent five months languishing on Cuban military training. to fly. We went across not knowing Spanish, yet we were given psychological tests in Spanish. They failed us using a ballpoint pen. What kind of test is that?" De Jager, who joined the SAAF in January 2020, said it was his dream to become a fighter pilot. He said shortly before he joined he underwent extensive medical, psychological and psychometric testing. He said after six months of basic training and deployment to Hoedspruit he went on an officers' formative training course that continued until June 2021. "While on the course, we were selected for training in Cuba." De Jager said when they arrived in Cuba they quarantined for two weeks as part of Covid-19 protocols. "We then had to redo our pilot medical tests, which lasted a week. "On the first day one of the doctors held a BIC ballpoint pen in front of my nose and moved it rapidly back and forth. Of the 12 of us, eight failed this rapid eye movement test. We were told our eyesight was poor and we could not be pilots. "There was no way that test was scientific." He said while they were to have been returned home almost immediately, they remained in Cuba for five moremonths living in appalling conditions. He said after landing in Johannesburg they were taken to Pretoria. "Senior officers told us we would deploy on February 5 to the military academy in Saldanha to continue our training. We were told our Cuban tests had no effect on our pilot training here. "We were told we would have to do three years of academic training and eventually on to pilot training would only begin in eight years because of backlogs. "I resigned the very next day. People at the top do not care about what goes on below them. I couldn't be part of thisfailed system." Neither Air Zimbabwe nor SAA responded to questions on the costs of SAA and AirZimbabwe charters or on the trainees' medical examinations and records stating they were "classified". He also did not disclose details on the fate of the seven trainees who returned. "The seven students are undergoing SA Military Flight medicals. The results are being processed. The results are inprocess before commencing flying training." Is hulle nou heeltemal befok ???A flight from Paris to Havanna cost only 436 with connecting flight to Johannesburg, not more than 1000why a complete plane ??? for 12 persons ?Or was it a secret mission to remove the old SADF pieces from a Museum in Havanna and get it back to SA ? Just asking ?Page 2 View unanswered posts | View active topics Board index All times are UTC + 2 hours Board index All times are UTC + 2 hours Date: 16 January 2023 Application forms for the Military Skills Development System (MSDS), is offering young South African citizens an opportunity to serve in uniform on a two-year contract. The Recruits will receive military training and further functional training in their first year of service. During the second year of service. During the second year of service. Buring the second year of service. During the second year of s Citizen (No dual citizenship). 18 - 22 years of age (Gr 12). 18 - 26 (3 years Tertiary Qualification) when reporting. Admission Point Score (APS) of 17, excl Life Orientation (LO). Have no criminal record or pending cases. Comply with medical fitness Test will be conducted during selections. Application Forms can be downloaded from the official SANDF Social Social SANDF Media or obtained from the regional Recruitment Offices. Closing date is 28 Feb 2023. As a service to prospective SAAF members, The Unofficial images into one pdf, available on this website at . Kremlin wrote: On August 15, 1945, we learned it wasn't. On that day Captain Salomon ("Pi") Pienaar one of South Africa's most brilliant pilots, as he was to prove then and after the war as head of South African Airways, and his navigator, Lieutenant Archie Lockhart-Ross, took off for the Munich area. *pedant alert* I'm wondering if that date is perhaps a slight misprint as the war in Europe was over by then. A plan is simply a basis for change.Page 2Doug wrote: Hiya Kremlin....must be your lucky day. Found the article by Ken Smy. Scary to think that was written before my kids were born! Will now scan & email to you. PS: Just reading through same now (good to open the storage trunks) and I see this ME262 encounter is also recorded in the article by Ken along with several references to the mosquitoes being attacked by USAAF fighters!Hi, what about the rest of us, we also wanna know Stay foolish; stay hungryRoger the Dodger wrote: You can't pull 9Gs and keep glasses/contacts in position. I beg to differ - I know of fighter pilots who wear contacts. They obviously started doing so much later in their careers and were all selected based on good uncorrected vision, but the SAAF will usually not stop the flying career of someone whose vision deteriorated since selection but who still has good corrected vision. I am not a pilot (not professionally at least), but I have been to 6.5g in a Cheetah while wearing glasses and although uncomfortable (like everything else at that g-level), it is not really a problem. With contact lenses I have had no problem, although I do believe some people can have problems with them drying out. Glasses would probably be quite bad at 9g, but contacts should still be ok. I got my info from a SAAF instructor who was a member of the Harvard aerobatic team - quite a number of years ago. Maybe its just one of those things "everyone" assumes to be impossible but never actually try. Page 2 [16 posts] Go to page Previous1, 2 Author Message sascha59 Post subject: Re: colour blindnessPosted: 15 Oct 2009, 17:31 Joined: 07 Oct 2009, 22:39Posts: 8 what i dont understand is that i can distinguish between all colours (including red and green) and pretty much all the different shades of colours but i failed the ishihara plates colour test(i could only tel some of them..) Top [16 posts] Go to page Previous1, 2 Page 3 [16 posts] Go to page 22:39Posts: 8 what i dont understand is that i can distinguish between all colours (including red and green) and pretty much all the different shades of colours but i failed the ishihara plates colour test(i could only tel some of them..) Top [16 posts] Go to page Previous1, 2 Page 4 View unanswered posts | View active topics Board index All times are UTC + 2 hours Board index All times are UTC + 2 hours Airfire wrote: Thanks for posting this, an interesting read. He also used to live in my former stomping ground (Glen Austin, Midrand). A plan is simply a basis for change.Page 2 View unanswered posts | View active topics Board index All times are UTC + 2 hours Board index All times are UTC + 2 hours 1.Basic Military Training2.Officers Formative Course3.Military Academy4.Survival Training5.AFB Langebaanweg-Flying training5.AFB Langebaanweg-Flying training1. Core Service System Contract (CSS)- Flying contract (you owe +- R6000 for every flying hour they train you!) Ends up being in the region of a million rand and 13 years after completing flying phase! 1. Basic Military Training (BMT) Consists of fitness training, basic military competency, (how to drill-march-saluting etc. You are treated like an idiot, but its ok because its not a long course. You live in Military Barracks and are allowed out on some weekends, but mostly you arent allowed out. Salary +- R2000pm. Your food and accommodation is free.2. Officers Formative Course, it can be a bit frustrating as they want to see how you perform under pressure, so they supply the pressure! More academic then BMT. Youre glad when its over. NOTE: In between these courses you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably a museum where you will be kept busy at some or other military establishment- most probably at some or other military accredited by Stellenbosh University. You can choose between 2 courses. Subjects you can expect: Aeronautical studies (4 Modules), Physics, Maths, English, Computer Literacy, Economics, Statistics, Various Military subjects You live on the campus in Saldanha. You still take part in military training, but to a much lesser extent than previously. (E.g., still do fitness tests, morning parades etc) This is where you complete your Ground school subjects. After completing this phase you will be given your CSS contract to sign, salary goes up to +- R5000. You will now start paying for food and accommodation. 4. Survival Training Theory training then; sea, coastal and land survival training. Yeah, you suffer a little bit. 5.Flying PhaseA little bit. 5.Flying PhaseA little bit more theory first, Astra Standard Operating Procedures, Basic General Flying-Your basic training as well as some basic aerobatics. Basic Instrument Flying-Speaks for itself!Advanced General Flying-More Aerobatics! Advanced Instrument Flying-Instrument approaches, departures, etcFormation Flying -Leadership and wingman training. Night Flying -Circuits, some dark landings. Navigations. Then 2 Wings sorties and Finallythe Wings Parade! In general, the flying training learning curve is never too steep. Youll be ready for each new training area. Instrument flying is quite intense, and Navigation Phase has a very simple aircraft to operate; it performs really well and is an absolute pleasure to fly. Good Luck to all aspiring Pupes! P.S. There are rumours that the year at the Military Academy is going to fall away, and that ground school will be done at AFB Langebaanweg Flying is for the birds!Page 2Tweety wrote: It will be interesting to see the contracts that the current Pilots Wings Course have signed, they are doing their ab-initio training at Grand Central Airport on piston aircraft. It is therefor much cheaper to train pupes and they should therefor have shorter contracts? But who knows?!Will this affect the current pupil pilots doing their first year of their MSDS contracts, I really don't want to go back to piston aircraft, I was looking forward to flying the Astra.Page 3Raeflyer wrote: could someone give details of what you earn as you go through the ranks (lt, captain, major etc) Flyerboy wrote: So it's a weigh up between flying hours and extra money pretty much... Is there a big salary difference betwen the ranks? Hey Flyerboy! How's it going with your application? ... 3%2014.pdfThats just the basic salary, pilots then also get MACIP which is in the region of R10000 at LT level. _Flying is for the birds!Page 4 View unanswered posts | View active topics Board index All times are UTC + 2 hours Board index contact the relevant Recruitment office directly. The official website of the Directorate Human Resource Acquisition of the SANDF can be found at www.careers.mil.za. Personnel are the most important resource that the SAAF whose success is largely dependent on the extent to which its members are developed and utilised. The airforce considers it essential to recruit young volunteers who are prepared to serve in the air force for a limited period of time or to remain in a life long appointment. The SAAF offers a number of varied and exciting careers, both in the air and on the ground. What would you like to do? The Military Skills Development System(MSDS) is a Department of Defence initiative that has been implemented since 2003. The MSDS serves as the entry platform for young South Africans who seek a career in the South Africans who seek a career in the South Africans who seek a career in the set three (3) years tertiary qualification or a Degree to the age of 26 years. Selected applicants join the South African National Defence Force through the MSDS for an initial period of two year's voluntary service, during which they will receive military training and further functional training to general support musterings such as Material Support Clerks. Training for all MSDS members commences with Basic Military Training, during which members can apply for junior leader training as officers or non-commissioned officers. After having completed their military formative training, members proceed to undertake functional training in any one of the specialist occupations. Selected members with the required acedemic qualifications are also sent to universities or the Military Academy. Towards the end of the second year (unless otherwise indicated), the member will be given the opportunity to indicate whether he or she would like to extend the contract or leave the Air Force. An extension of the sant functional field. Most of these members continue to serve in the Regular component of the SANDF after having completed their functional training and tertiary studies, where applicable. Others are obliged to render service in the Defence Reserves if they are not translated to the Core Service System. There is a general entry requirement for joining the air force as everyone must be fit to serve in a military environment. Each mustering in the SAAF, also known as occupational class in the public service and trade in the technical environment of civil aviation, has requirements for specific educational qualifications, additional personal attributes and a willingness to serve under the working conditions of that mustering. The minimum general entry requirements for the Military Skills Development Program (MSDS) are that you must be: A South African Citizenship) Age between 18 and 22 at the time of joining (Completed Grade 12 or N3 with 6 subjects including two languages) or not more than 26 if in possession of a 3 year tertiary gualification (Degree, National Diploma or N6 with N4 and N5 prescript) Preferably single Comply with medical fitness requirements for appointment in the SANDF Currently in Grade 12 or completed Grade 12 or completed Grade 12 or completed Grade 12 or completed Fitness requirements for appointment in the SANDF Currently in Grade 12 or completed Grade 12 appointment in the SANDF Must be willing to relocate and to participate in deployments both in South Africa and abroad if requirements, additional requirements might have to be met, depending on the specific training demands of some of the more specialised occupations. Applications complying with the minimum requirements will be subjected to further screening. Candidates identified will then be invited to partake in a selection process. The selection process entails the following: Psychometric evaluation: The aim is to assess the candidates aptitude and potential to develop in the position that was applied for. The nature of these tests will depend on the position applied for. Selection Board (formal interview): A Selection Board will be conducted in order to assess the applicants interest in the position applied for, as well as his or her interest in the Defence Force in general. The interview will also focus on self- confidence, leadership potential and communication skills. Medical Evaluation will be conducted by appointed military medical status. All applicants must be declared fit for military training before commencement. Criminal Records: Fingerprints of applicants will be sent to the Criminal Record Bureau for verification. Records of convictions will be evaluated based on the severity thereof and how recently the offence(s) occurred. Offer of Employment. Candidates who are not successful will be informed by correspondence. It is unfortunate that not all applicants who are recommended for training will receive an offer of employment due to the large amount of approximately 13 weeks. The following subjects will, amongst others, be presented during the training period: Drill Military ceremonies Buddy aid Physical training and Soldiership Serving in the air force is far more than just having a job, it is a way of life. Serving in the air force is far more than just having a job. When not on duty, your behaviour has also to be beyond reproach as civil society looks up to you. You have to set an example at all times. Volunteers are required to pledge that they will uphold a strict Code of Conduct. What you do constitutes a vocation when you serve in the air force. You invest most of your time in the air force and in a real sense you become identified with the air force. Your whole personality development is associated with what you do and how you do it. Viewing your work as a vocation, of which the ultimate function is the preservation of a worthwhile way of life for all the inhabitants of South Africa, permits you to find meaningfulness and a sense of accomplishment. Serving in the air force requires particular psychological and physical attributes and the intellectual potential for developing the unique compete- ncies required in the air force. Individuals who join the airforce are required to have certain basic attributes, while each mustering (or occupational class) include additional attribute requirements. For example, electricians must not be colour blind, as they have to identify wiring in circuits by colour codes. Exclusion from one mustering does not disqualify you from being considered for another. The SAAF needs all-rounders who will he able to accept the responsibility of leadership. Leadership in the air force is split between officers and other ranks. The officer is required to make considered judgements and warrant officers and non-commissioned officers lead and motivate their subordinates. They form the backbone of the air force and support the officers. As a junior NCO and junior officer you function at a level in the air force where you are responsible to do what is required of you. At the same time you are required to develop as an officer or NCO, and you are given the opportunity to undertake new tasks for which you were trained. Ability depends en yourself; you either have it or not, -and in both instances you can improve yourself if you are prepared to develop yourself and make full use of the learning opportunities provided. At an early stage in your career it is essential to gain experience is gained through optimum exposure to a variety of situations. It is not gained overnight. You develop more rapidly at an early age when you are still in a formative phase. Later it becomes more difficult to adapt to the military way of life. [4 posts] fix-a-dak Post subject: Re: Gripen Pilot - Blokkies JoubertPosted: 02 Jan 2013, 06:13 Joined: 09 Jun 2010, 20:22Posts: 362Location: Marina da Gama, W. Cape, S Africa Fantastic video!! "You can't buy happiness but you can buy wine, and that's kind of the same thing." - Anonymous Top [4 posts] Selection for aircrew training in the South African Air Force is rigorous, with only the best candidates eventually receiving their wings. Of approximately 4 000 who apply every year, only about 30 will be chosen. Do you have what it takes?. Minimum Requirements To be selected for the 'preselection phase', the following minimum requirements for pilots and navigators must be completed Grade 12 or N3 (Technical) with 6 subjects of which two must be languages Mathematics and Physical Science minimum (Level 4); 22 - 26 Years if in possession of a relevant Tertiary qualification (Degree, N Diploma or N4, N5, N6 prescripts) completed Grade 12 with (Level - 4) Mathematics and Physical Science; Members with Commercial Pilots Licence (CPL) not older than 24 years of age with Mathematics and Physical Science (Level 4) Currently busy with or successfully completed Grade 12; Mathematics and Physical Science requirements as detailed below; Pass English at Grade 12 or an equivalent level; Be 100% medically fit for flying (i.e., classified G1K1, such test to be conducted as part of the selection process); Have 6/6 vision without correction (ie, no spectacles, laser correction or contact lenses); Not have any hearing impairment (have no need for hearing aids); Minimum height: 1600mm, Maximum height: 1900mm Buttock-heel length 1 035 mm to 1 343 mm; Body weight between 53 kg and 102 kg; Sitting eye height 730 mm to 896 mm, sitting knee height 490 mm to 653 mm; Must be willing to relocate and to participate in deployments both in South Africa and abroad if required to do so; Must not have a criminal record; and Be recommended by a selection board. A candidate's current academic performance will determine whether he/she is eligible to either apply for the post of the Pupil Pilot/Navigator training or whether he/she will have to successfully complete the DoD Youth Foundation Training Programme (YFDT PROG) before commencing with flying training. To be considered for direct entry to the Flying Training Programme, candidates must have full Matric exemption of which they have passed English and a second language, Mathematics and Science as described below. Mathematics and Physical Science requirements Candidates must have obtained any one of the following: National Senior Certificate (Grade 12): level 4 N4: 60% or higher Three year Core Service System (CSS) contract for all pupil pilots or navigators, including Basic Military Training, Officers Formative Course, Military Certificate Course (at the Military Academy), Ground School and Flying phase. When they qualify as pilots or navigators in the three-year period (wings date), they receive a thirteen-year contract to serve as a pilot or navigators in the three-year period (wings date), they receive a thirteen-year period (wings date), they receive a thirteen-year contract to serve as a pilot or navigator in the three-year period (wings date), they receive a thirteen-year period (wings date), they receive a t further selection. This will mainly depend on the need to train new pilots at the time. Selected applicants are informed according to requirement and will be invited to partake in the selection process in Pretoria for approximately 10 days. The selection process for pilots at the time. groups of 50 each and all members go through these seven phases: - Arrival of Group and Orientation - Psychometric (practical) measurements - Psychometric Evaluation: All applicants will be required to undergo aptitude and general cognitive ability assessments. Only candidates who succeed will be allowed to proceed to the next selection phase. Panel Interview: Candidates will be conducted on candidates who have passed the psychometric evaluation. Those who pass will proceed to the next selection phase. Panel Interview: Candidates will be conducted on candidates who have passed the psychometric evaluation. then be interviewed by a selection panel comprising of senior military personnel from the Air Force and other staff divisions. Taking into account the candidate's performance thus far, the following additional variables will serve as criteria for evaluation during the interview: motivation, perseverance, purposefulness, creativity, officer potential, knowledge, adaptability and analytical ability. Medical Examination: Candidates who are recommended for Pilot or Navigator training by the above-mentioned selection Board: A board comprising senior military personnel representing the different flying system groups will attend whereby the successful candidates are only informed after the Consolidated Selection Board has made its final approval and the chief of the Airforce has approved the recommended name. An offer of employment will be extended to the most successful candidates, taking into account equal opportunity and affirmative action programmes within the Department of Defence. Should the applicant be successful in this phase and be selected for pilot or navigator training, they will then start their military training. Front and backseat fliers (a primer) The pilot flies the plane from the front seat, while from the backseat the navigator directs it to it's destination or target and provides guidance to the pilot on the use of information received from sensors. Together they form a close knit team. When aircraft were first used in the world War One. the cavalry was also being phased out. Pilots were needed and the rationale was that there were many cavalry officers who, because they could ride a horse, should be able to fly an aircraft. Pilot selection is far more advanced today. To be a pilot requires that you comply with the most stringent level of physical fitness and health standards, fall within the body dimension and mass limits that are dictated to by the ergonomics of modern tactical aircraft. You also have to hav War. In those days the back-seater held the title of rear gunner or observer. With the introduction of new navigator was crystallized. The navigator has become charged with increasingly sophisticated systems that can not only navigate, but that also detect other aircraft and threats and can deliver weapons precisely on the target. A navigator's skills are now honed on understanding what the array of cockpit sensors are telling him or her. Working with the pilot to use this information to the best advantage requires teem effort and sharing the same aim - a successful outcome to the task. aircraft to where it is needed and then assumes a tactical role, such as conducing search patterns. The requirements for a navigator are similar to that of the pilot, with slightly more emphasis placed on intellect and less on hand eye coordination. What makes the navigator different from the pilot? The correct aptitude towards being part of a team and not team leader is essential, while diplomacy in putting ideas into the pilots head that he or she eventually believes he or she thought of it first is very necessary. All pilots and navigators in the South African Air Force are appointed as officers, in order that the broadest base possible is available from which to select commanders. You also have to display the desired attributes to be developed as an officer to be selected as pilot and navigator The development and training of a pilot and navigator starts with Basic Military Training, followed by an Officer Formative Course. Flying training starts with a ground school phase, and in some instances with preparatory training for those who have the intellectual potential but lack an adequate foundation in subjects such as mathematics, science and English, the language medium of flying training. Pilots then move on to the flying training. Pilots then move on to the flying training. which pilots and navigators are transferred to operational units to convert onto the type of aircraft and role for which they are most suited. Experience is gained by moving from one aircraft type to a more advanced aircraft of pilot / navigator training (BMT) Once a candidate has been accepted for aircrew training, they will undergo 22 weeks of Basic Military Training at the Air Force Gymnasium Boston (at AFB Hoedspruit). The following subjects will be presented: drill, military training, soldiership, saluting and compliments, weapon skills and musketry training. Officers Forming Course On the completion of Basic Military Training, pupil pilots and learner navigators (as Candidate Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period of 19 weeks in order to complete the Officers) will be transferred to the SA Air Force College, Thaba Tswane (Pretoria) for a period musketry training (9mm pistol), environmental studies, communication and decision making. Survival Training Subjects currently presented by 80 Air Navigation School at AFB Ysterplaat include Basic Parachute Course (does not include jumps), first aid course, land survival training and sea survival training. Preparatory Phase Members who are recommended for preparatory training will be transferred to the Military Academy on the West Coast (Saldanha) for their preparatory phase which lasts approximately 6 months. Subjects currently presented include geography, science, mathematics and English. Military Certificate Course All pupil pilots and learner navigators will complete a Military Certificate before commencing flying training. The course is offered at the Military Academy in Saldanha and includes all Flying Theory. On completion of the survival, preparatory training phases (if not survival, preparatory training phases) and Flying Theory. recommended) and the Military Certificate Course, learner navigators will be transferred to 80 Air Navigator School at AFB Ysterplaat and pupil pilots and pupil pilots will commence their flying training. The next step to becoming a pilot or navigator! Recruitment of prospective SAAF student pilots and navigators is an annual process. The process is initiated by advertisements in the Sunday Times, Rapport and City Press in July, August or September each year. A closing date is given. No applications are processed prior to the closing date is given. No application will be held over and processed prior to the closing date is given. are no exceptions unless a special drive for affirmative action candidates is required. The process followed after closing date involves the initial sifting of anything up to five thousand applications. Here the chancers are eliminated, as are job seekers, and those who do not meet the criteria called for in the advert or application form, eg no maths or science, overweight, no matric, not SA citizens, etc. The next step are those identified for initial psychometric tests. The potential candidate is contacted for the first time and told to report for these tests and others. The streaming process continues, tests, interviews, initial selection and aviation medical until the final thirty candidates (dependant on encouraged to apply in the Grade 11 year with selection during the Grade 12 year. The successful candidate will then join the SAAF straight from school. Why wait till the next recruitment drive? Instead of waiting for the advert to appear, you could also send your CV to the SAAF now. They should keep it on file until the next recruitment drive. Suggested items to include in your CV include: Full name Postal address Telephone numbers ID number Marital status Height Gender Race Contact details Whether you want to be a pilot or navigator Current tertiary level Subjects, symbols and HG/SG/other A copy of your ID book