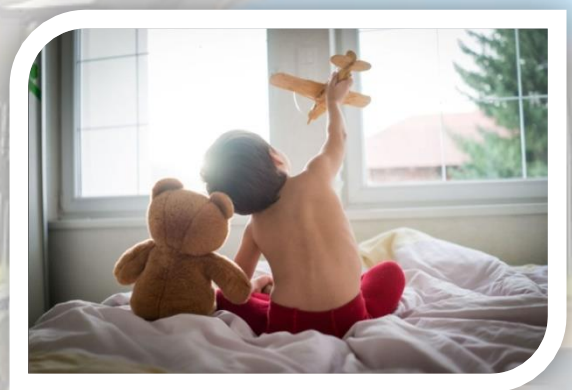
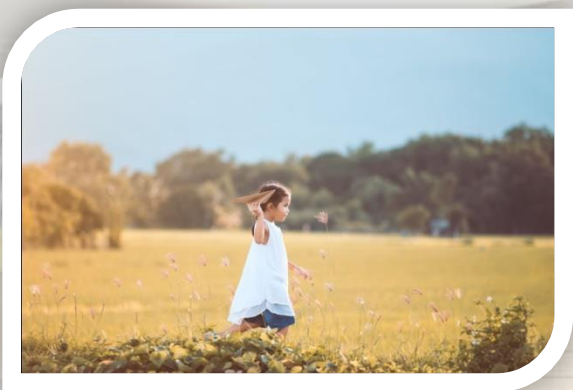


Prospectus 2022



General Information

Eagle Flight Academy is dedicated to developing pilots with a professional attitude and a genuine operational capability at reasonable costs.

Introduction

Finding the right Flight Training Organization is important to you. You are looking for quality in flight and ground training, a climate conducive to daily flying, and value for money. Eagle Flight Academy has specialized in full-time residential flight training courses since 2010; we are big enough to be efficient, yet small enough to care about each individual student. We operate Sling 2's, Piper Cherokee 140's, a Mooney M20C, Piper Seneca, Windlass Trike and a flight simulator. Most of the airplanes are owned by the Academy which ensures that they are readily available to students and costs are kept very competitive.

Standards

Courses offered by Eagle Flight Academy comply with all requirements of the International Civil Aviation Organization (ICAO) and the South African Civil Aviation Authority (SACAA). We follow the EEC Joint Airworthiness Authorities (JAA) flight training syllabus on the Professional Pilot Courses. Graduates achieve an outstanding operational capability.

Courses we offer:

- a) National Pilots Training
- b) Private Pilot Training
- c) Commercial Pilot Training
- d) Night Rating
- e) Class Rating (Including Multi Engine Rating)
- f) Instrument Rating
- g) Instructors Rating
- h) Type Rating
- i) Radio License

Instructors

D.J. Lubbe leads the Flight Instructor team. He has both a military and a civilian flying background. DJ holds an Airline Transport Pilot License with a Grade 2 Flight Instructor Rating, and is also a CAA Designated Radio Examiner. All our Flight Instructors completed an Integrated Course at Eagle Flight Academy and all are Multi Engine Instrument Rated full time employees. A Flight Instructor is assigned to each phase of your flight training. The number of students to each instructor is restricted, so that your time is used productively. Ground school lectures are provided by full time employees of Eagle Flight Academy. By limiting the size of courses we ensure that you get the personal attention you deserve, and the instructors are available outside formal lecture times to assist you with personal tuition as necessary.

Aircraft

Most of the airplanes are owned by the Academy. This ensures uninterrupted daily availability to students:

Sling 2

Development of the Sling 2 commenced in 2006. The Sling is a two-seat, low wing, all metal aircraft with tricycle landing gear made from composites. Our aircraft is powered by a 100hp Rotax 912iS engine driving a 3-bladed Warp Drive Inc propeller. The airplane features a sliding canopy, large fuel tanks, and standard equipment includes a "glass cockpit" style display. The aircraft has a maximum gross weight of 700kg.

Mike Blyth began working on the design of the Sling 2 in 2006; the first prototype first flew on November 18, 2008. A full testing programme followed, with the help of a South African military aerodynamicist, which was completed in 2009. Blyth and partner James Pitman then flew the second prototype around the world to accomplish a challenging circumnavigation.

310 Sling 2s had been completed and flown by the end of 2019.



Piper Cherokee 140

The Piper PA-28 Cherokee is a family of light aircraft built by Piper Aircraft and designed for flight training, air taxi, and personal use. The PA-28 family of aircraft are all-metal, unpressurized, single-engine, piston-powered airplanes with low-mounted wings and tricycle landing gear. They have a single door on the co-pilot side, which is entered by stepping on the wing.

In 1971, Piper released a Cherokee 140 variant called the Cherokee Cruiser 2+2. Although the plane kept the 140 designation, it was, in fact, a 150-hp plane and was shipped mainly as a four-seat version. The aircraft has a maximum gross weight of 2150lbs.



Mooney M20C

The Mooney M20 is a family of piston-powered, four-seat, propeller-driven, general aviation aircraft, all featuring low wings and tricycle gear, manufactured by the Mooney International Corporation. The M20 was the 20th design from Al Mooney, and his most successful. The series has been produced in many variations over the last 60 years. More than 11,000 aircraft in total have been produced.

In 1962 the M20C was introduced and 336 were sold that year. Also known as the Mark 21 and later the Ranger, the M20C had several improvements over the M20B, including greater deflection on control surfaces, reduced cowl flap openings for better engine cooling, improved exhaust scavenging with a Hanlon and Wilson exhaust system, new battery access door, more powerful landing light, lightweight floor, an increased gross weight of 2,575lbs, lighter empty weight, new instrument panel layout, and a higher maximum flap angle of 33 degrees.

The M20C is used for our complex training as the aircraft features a variable pitch propeller and retractable landing gear – powered by a Lycoming O-360 producing 180hp.



Piper Seneca II

Responding to complaints about the aircraft's handling qualities; Piper introduced the PA-34-200T Seneca II. The aircraft was certified on 18 July 1974 and introduced as a 1975 model. The new model incorporated changes to the aircraft's control surfaces, including enlarged and balanced ailerons, the addition of a rudder anti-servo tab, and a stabilator bobweight. The "T" in the new model designation reflected a change to turbocharged, six cylinder Continental TSIO-360E or EB engines for improved performance, particularly at higher altitudes. The Seneca II retained the counter-rotating engine arrangement of the earlier Seneca I. The Seneca II also introduced optional "club seating" whereby the two center-row seats face rearwards and the two back seats face forward allowing more legroom in the passenger cabin. A total of 2,588 Seneca IIs were built. Gross weights are 4,570lbs for take-off and 4,342lbs for landing.



Windlass Trike

The Solo Wings Windlass is a South African ultra-light trike designed and produced by Solo Wings of Gillitts, KwaZulu-Natal. The aircraft was also produced in the United States under license by Bateleur Sky Sports of Palm Coast, Florida in the early 2000s. The aircraft has a maximum gross weight of 350kg. It features a cable-braced hang glider-style high-wing, weight-shift controls, a two-seats-in-tandem open cockpit, tricycle landing gear and a single engine in pusher configuration.



Flight Simulator

The flight simulator used is a FNPT II – at our New Tempe Airport Bloemfontein base.



Class Room

We have highly qualified ground school instructors. Briefings and lectures are given before every flight and exam.



Operational Bases

We have 2 training bases, Hartswater and Bloemfontein. Eagle Flight Academy was established in 2010 in Hartswater, and expanded to New Tempe Airport Bloemfontein in 2019.

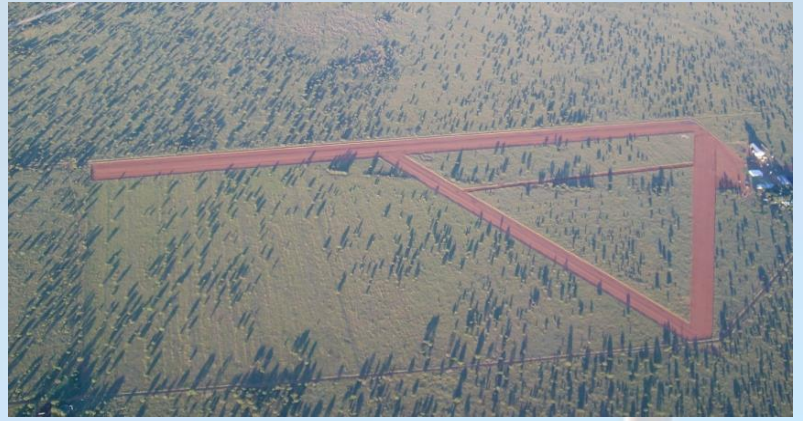


Eagle Flight Academy Aerodrome

Eagle Flight Academy is a private aerodrome developed specifically as a training aerodrome for the exclusive use of Eagle Flight Academy to avoid the frustration and wasted time that accompanies flight training at busy airports.

The General Flying Area is only 4 miles away and Kimberley Airport is only 60 miles, so we are very well situated for available flying facilities.

At the Kimberley Airport we have ready access to Navigational and Approach Aids. Instrument Approach procedures may be practiced extensively by students on the advanced courses and considerable experience of operating in controlled airspace is gained which is not available for training flights in busier centers.



Accommodation

At our Hartswater base courses include full board accommodation for the duration of the course in one continuous period. Accommodation is Self Catering. Students are accommodated in bedrooms in one of the crew houses on the aerodrome. Each crew house has six study-bedrooms, four ablutions and a communal area with an open plan lounge and kitchen. WiFi is available on request throughout.



Transport

Transport is provided between Kimberley airport and Eagle Flight Academy Aerodrome at the beginning and end of your course, as well as a trip to Hartswater twice a week...You will not need a car.

Clothing

Students on short courses such as the Private Pilot License or doing advanced training like the Professional Pilot Programme are expected to wear uniform. For casual clothing the best is natural fiber (wool, cotton). Synthetic materials and blends are not recommended. Loose fitting clothing, open or high heel shoes are not suitable.

Our Students

At Eagle Flight Academy our students is like family to us. Each and every student's needs are Number one priority to us.



We treasure traditions, for example students swimming after their First Solo flight!



Course Start Dates 2022



Private Pilot Courses

The starting dates for the Private Pilot License Course are:

- 4 January 2022
- 1 February 2022
- 1 March 2022
- 5 April 2022
- 3 May 2022
- 7 June 2022
- 5 July 2022
- 2 August 2022
- 6 September 2022
- 4 October 2022

Commercial Pilot Courses

The starting dates for the Commercial Pilot License Course are:

- 4 January 2022
- 1 February 2022
- 1 March 2022
- 5 April 2022
- 3 May 2022
- 7 June 2022
- 5 July 2022
- 2 August 2022
- 6 September 2022
- 4 October 2022