

# AIRCRAFT MAINTENANCE MECHANIC PROGRAMME

FAST TRACK CAREER OPTION



**AIR SCHOOL**  
NEXT GENERATION TRAINING

INTEGRATED COMMERCIAL PILOT LICENCE PROGRAMMES

JET PILOT PROGRAM - JPP

CHARTER PILOT PROGRAM - CPP

ADVANCED PILOT TRAINING SOLUTIONS

\* AIRCRAFT MAINTAINANCE  
MECHANIC TRAINING - AMM

AVIATION IS THE BRANCH  
OF ENGINEERING THAT  
IS LEAST FORGIVING OF  
MISTAKES.

FREEMAN DYSON



## AIRCRAFT MAINTENANCE MECHANICS PROGRAMME

- Phase 1 - Theoretical Training
- Phase 2 - Practical Training
- Phase 3 - Trade Test
- Phase 4 - Type specific training available on request



## 43 TECHNICAL TRAINING CENTRE VIRTUAL TOUR OF OUR FACILITIES

1. The Electrical Shop
2. The AMO
3. Technical Publications
4. Sheet Metal Section
5. The Composite Shop
6. The Engine Shop
7. Technical Training Hanger
8. The Practical Hanger

## FREQUENTLY ASKED QUESTIONS

PAGE 6-11



4 PHASES

\*\*\*\*



PAGE 12-17



8 DEPARTMENTS

\*\*\*\*\*



PAGE 18-19



9 TOPICS

\*\*\*\*\*





# AIRCRAFT MAINTENANCE MECHANICS PROGRAMME

# PHASE ONE

## THEORETICAL TRAINING

11 MONTHS

600 PRACTICAL HOURS

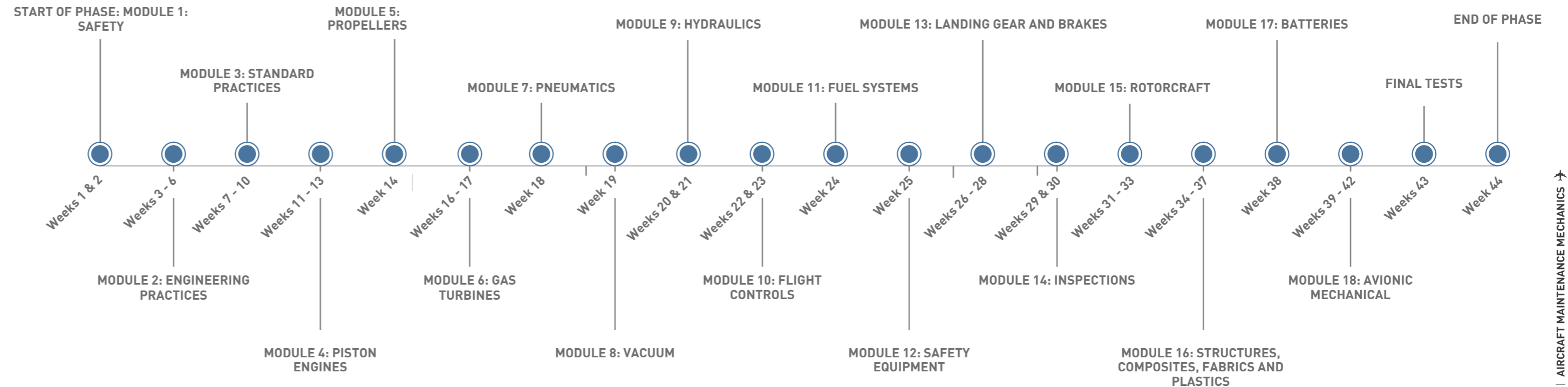
6 LESSONS PER DAY

Split Morning Theory, Afternoon Practical

Our 11 month theory course will not only cover all the SA CAA required topics, but also our unique modules, such as: trouble shooting, people management & human resources.

We offer an on-site practical workshop, containing a P228R - 200 Arrow. This serves as the practical aircraft on which the Apprentices carry out tasks, such as rigging, engine changes and many more.

Our AMM facilities offer aircraft engines for disassembly, overhaul and reassembly as well as various components and rigs. This ensures that all aspects of the basic theory and practical skills are covered.



# PHASE TWO

## PRACTICAL TRAINING

18 MONTHS

2800 PRACTICAL HOURS

40+ PRACTICAL TASKS ASSESSED

The 43 AMO (Aircraft Maintenance Organization), facilitates the 18 month practical phase.

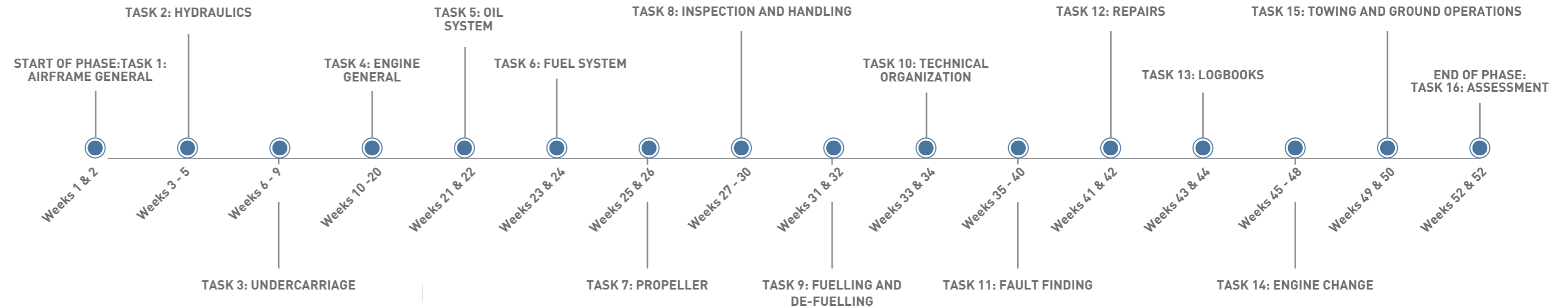
We service a fleet of over 50 Piper aircraft, varying from Cherokee 140's to Seneca II's.

The 43 AMO also services a variety of private fixed and rotor wing aircraft.

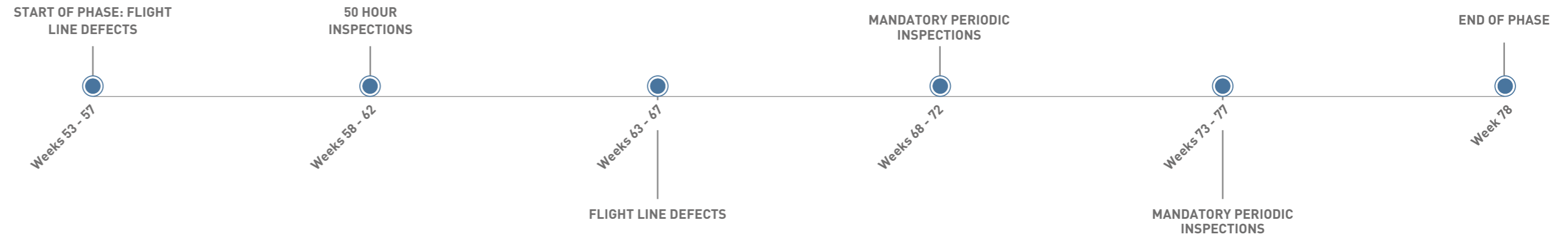
This phase will include assessments on all aspects of maintenance from cleaning the aircraft correctly, through to carrying out a Major Periodic Inspection (M.P.I). Also included in this phase is dedicated time doing trouble shooting and defect repairs on live aircraft.

Apprentices will be rotated on a monthly basis between Engine, Electrical, Composite, Sheet Metal, Spray Paint and Technical Publications sections, giving them varied and valuable experience.

### APPRENTICE PRACTICAL TRAINING INITIAL PHASE



### APPRENTICE PRACTICAL TRAINING FINAL PHASE



## PHASE THREE

### TRADE TEST

1 MONTH  
TRADE TEST  
PREPARATION

2800 PRACTICAL  
HOURS

CERTIFICATION

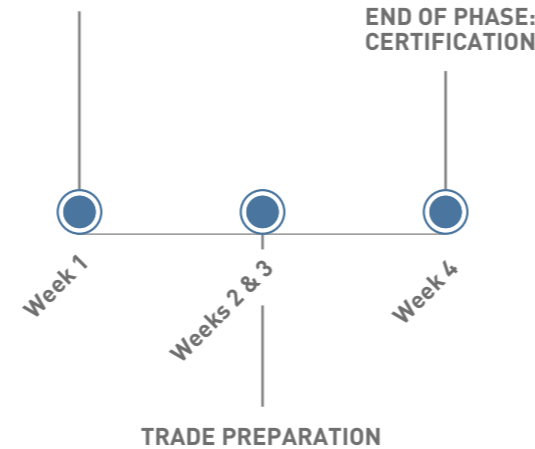
Our Trade Test or Certification, will take place after the Apprentice has completed a month of preparation.

Our Trade Test is new, innovative and industry relevant in that the candidate does a complete M.P.I on a static aircraft. This M.P.I will encompass all the necessary trade skills including documentation, procedures, hand and tool skills and troubleshooting.

A successful candidate will be able to function in any Aircraft Maintenance Environment with a minimum of induction and introduction to the respective maintenance line.

### TRADE TEST PHASE

START OF PHASE: TRADE TEST PREPERATION



## PHASE FOUR

### TYPE SPECIFIC TRAINING AVAILABLE ON REQUEST

After completion of the Trade Test or Certification we are able to offer a broad spectrum of Type specific Theory and Practical training.

The following certified courses are on offer:

- Civil Aviation Regulations
- Garret TPE 331 Series (Cat C)
- Gas Turbine General (Cat C)
- Avionics General (X&W)
- Instruments General (X&W)
- Electrical General (X&W)
- Rotorcraft General
- Compass (X)
- Autopilot (X)
- Pratt & Whitney PT6A Series (Cat C)
- Pratt & Whitney 118/120/121 Series (Cat C)
- Pratt & Whitney JT15 Series (Cat C)
- Cessna Caravan 208 Series (Cat A)
- Human Factors Course AME

- Piper 34 Series (Cat A)
- Piper 32 Series (Cat A)
- Garret TFE 731- 2- 5 (Cat C)
- Garret FPE 331 Series (Cat C)
- Pratt & Whitney JT8D Series (Cat C)
- Embraer ERJ 145/135 Series (Cat A and Rolls Royce )
- AE 3007-A1 (Cat C)
- Piston Engine General (Cat C)
- Beech 1900 Series (Cat A)
- King Air 200 Series (Cat A)
- Cessna 172, 182, 206 & 210 Series (Cat C)
- DHC - 6 Twin Otter (Cat C)
- Continental 520 & 550 (Cat C)
- Textron Lycoming 540 Series (Cat C)
- Lycoming 320 & 360 Series (Cat C)
- Piper 28 Series (Cat A)





**THERE'S SIMPLY NO  
SUBSTITUTE FOR  
EXPERIENCE IN TERMS  
OF AVIATION SAFETY.**

CHESLEY SULLENBERGER

**43 TECHNICAL TRAINING CENTRE**  
VIRTUAL TOUR OF OUR FACILITIES

1

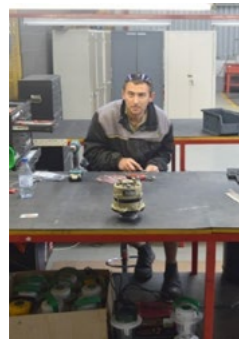
## THE ELECTRICAL SHOP

Here you will be exposed to the overhaul and service of the following:

- Starters
- Magnetos
- Alternators

We do complete re-wiring  
 Avionics installations  
 Avionics testing  
 Pitot static testing

We do fluorescent dye non-destructive testing of components and casings.



2

## THE AMO

We carry out scheduled and unscheduled maintenance including line maintenance on our fleet of piper training aircraft as well as on customer aircraft and rotorcraft.

Our apprentices get invaluable experience as we average 2 mandatory periodic inspections and 250 hour inspections per day.



3

## TECHNICAL PUBLICATIONS

Our technical publications are all electronic and are available at various workstations across the AMO.

Our technical publications and administration section lets apprentices gain experience in correct logbook entries, updating aircraft hours and aircraft documentation. Tracking directives and annual inspections.



4

## SHEET METAL SECTION

We have a dedicated sheet metal section where we do control rebuild, manufacture and repairs to surfaces, airframes and engines.

We do work for clients and the apprentices gain experience on all types of aircraft during their stay.





5

## THE COMPOSITE SHOP

We repair and manufacture cowlings, interior panels, fairings and various other components.

The students do various projects and are tasked with rebuilding and manufacturing during their tour.



6

## THE ENGINE SHOP

We do our own engine overhauls as per the manufacturers overhaul manuals.

The student does dimensional and visual inspections, defect reporting, disassembly, assembly and testing of overhauled engines.



7

## TECHNICAL TRAINING CENTRE

Our technical training centre carries out the theoretical and basic practical training of the apprentices before they are tasked to the AMO for in depth on the job training.

The classrooms are air-conditioned, training is via e-learning and our classes are limited to 10 students per lecturer so that individual attention can be given to all students.



8

## THE PRACTICAL HANGAR

All hand skills, basic engine and airframe training will be carried out in the practical hangar.

This allows each student the time and freedom to gain knowledge without adverse conditions affecting their progress.



## FAQ'S

For more information please visit [www.43airschool.com](http://www.43airschool.com)

### 1 Advantages of becoming a mechanic:

1. It is a QUALIFICATION and not a LICENCE.
2. It is a TRADE.
3. You are more marketable – means jobs are easier to find.
4. You can start earning a reasonable salary from qualification.
5. You generally get to sleep in your own bed – not many overnight trips.
6. You can work on Helicopters, Fixed wing, Jets, Pistons, Gliders – more variety.
7. Your qualification is readily adaptable overseas.

### 2 Requirements and Qualifications:

#### 1. You need to have a minimum of:

- a. 18 Years old.
- b. Grade 12 or equivalent.
- c. Mathematics, Science and Drawings or equivalent.

#### 2. Skills required:

- a. Be willing to work and willing to learn.
- b. Have manual dexterity.
- c. Be able to work in teams.
- d. Be able to troubleshoot.
- e. Have excellent coordination.

#### 3. Qualifications on offer are:

- a. Aircraft Maintenance Mechanic.
- b. Aircraft Avionician.
- c. Aircraft Structures Worker.

#### 4. These are SAQA recognised QUALIFICATIONS

### 3 Bursary, Sponsorship or Financial Aid:

1. 43 Apprentice Program.
2. TETA Mandatory Grants.
3. Student Loans from Banking Institutes.

### 4 Approximate Cost of Course:

Varies depending on accommodation preferences.

### 5 Equality:

1. There is no gender bias in Aviation Maintenance – If you are capable of the physical labour you are welcome.
2. Our current course is a 4:3 split Male: Female, it is a 4:3 split African: Caucasian.

### 6 What is the Timeline involved in Qualifying?

1. You have to do 11 Months Theoretical Training.
2. You have to complete 18 Months Practical On the Job Training.
3. You have to complete 2800 Hours of Training in those 18 Months.
4. You then have 1 Month's Trade Test Preparation.
5. So in TOTAL 30 Months of Training.

### 7 What about Accommodation, Entertainment and Facilities at 43 Air School?

#### 1. Accommodation includes:

- a. A room.
- b. A laundry service.
- c. A cleaning service.
- d. 3 meals a day in our Refuel facility.

#### 2. On base extramural activities include:

- i. A swimming pool.
- ii. A school soccer team.
- iii. An on base gym.
- iv. The Pied Piper Restaurant.
- v. The Wright Place Bar.
- vi. A Games Room with:
  1. Pool tables.
  2. Table Tennis.
- vii. A tennis court.
- viii. A movie hall.

#### 3. Training Facilities include:

- a. Ground School classrooms.
- b. Practical Hangars.
- c. The Aircraft Maintenance Organization where you will carry out your On the Job Training:
  - i. AMO – Scheduled and Unscheduled Maintenance of our fleet of 50+ Aircraft.
  - ii. Sheet Metal Section – Structural repairs and structural rebuilds.
  - iii. Composite Section – Composite repairs and rebuilds.
  - iv. Electrical Section – Maintenance, overhaul and servicing of Electrical components and wiring and batteries.
  - v. Paint Shop – Corrosion treatment, repaint and paint of Aircraft and components.
  - vi. Engine Shop – Complete rebuilds, overhauls and shock load inspections.

- vii. Technical Library – Update of Logbooks, Aircraft Hours, Maintenance of Airworthiness Documents.

#### 4. 43 Air School is the Piper Distribution Agent.

### 8 Job Opportunities and Salary Expectations:

#### 1. Median Salary (2015)

- a. \$58,370 for aircraft mechanics and service technicians.

#### 2. Job Growth (2014-2024)

- a. 1% for aircraft mechanics and service technicians.

### 9 What makes our courses different?

#### 1. We offer TRUE E-learning.

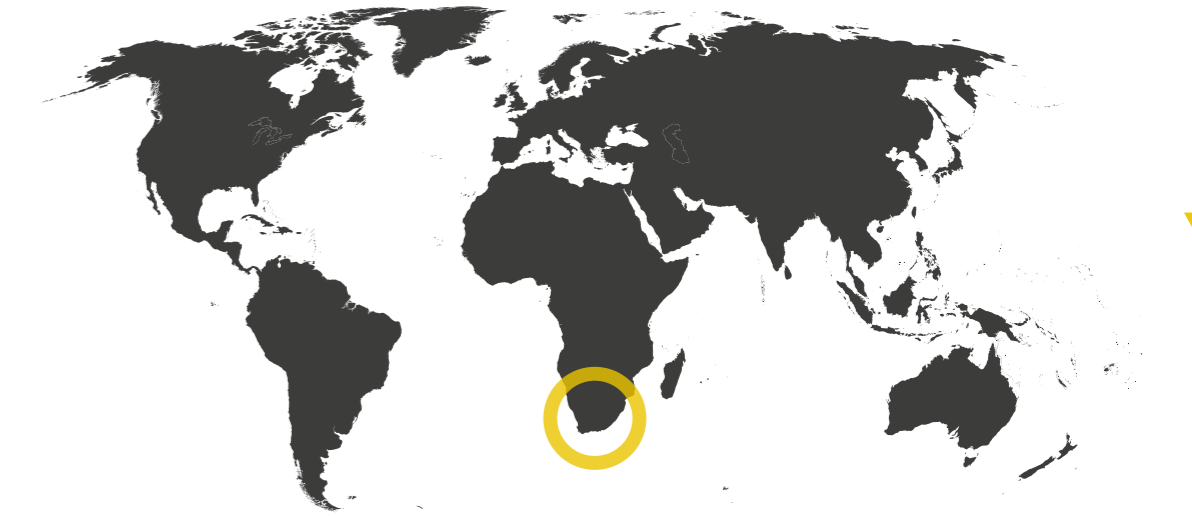
- a. We use our own in-house developed Learning Management System.
- b. All the training material is available on your iPad.
- c. The training material is interactive, includes videos, photos and documents.

#### 2. You have your own toolbox.

- a. You have an aviation quality toolbox with over 200 trade specific and related tools.
- b. You work out of your own toolbox – no sharing a toolbox.
- c. You learn tool control from the beginning.

#### 3. You do ALL your training at one facility.

- a. You do not have to do your Theory and Practical sections at different facilities.
- b. You pay and stay and learn – no interruptions.



**YOU CAN'T IMAGINE A WORLD, QUITE FRANKLY, WITHOUT A SAFE AND SECURE AVIATION SYSTEM. AND SO OUR JOB IS TO REALLY FOCUS ON THAT, AND WHAT WE NEED TO DO TO KEEP IT SAFE AND SECURE.**

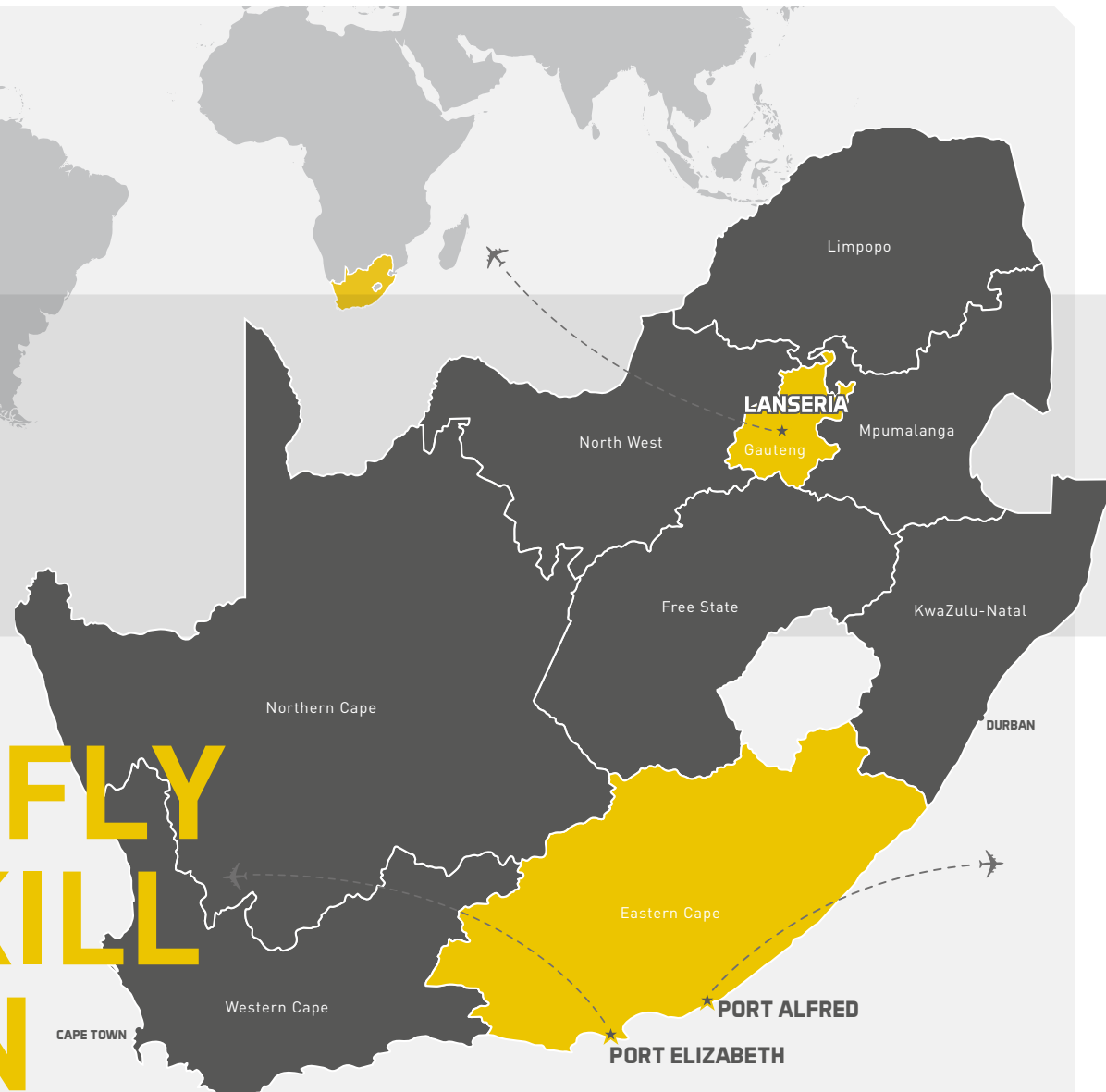
JANET NAPOLITANO





# WHAT IS CHIEFLY NEEDED IS SKILL RATHER THAN MACHINERY.

WILBUR WRIGHT, LETTER TO OCTAVE CHANUTE, 13 MAY 1900



Scan this QR code and download the  
**Aircraft Maintenance Mechanics brochure Pdf**

Contact us: +27 46 604 3600 | [fly@43airschool.com](mailto:fly@43airschool.com)  
[www.43AIRSCHOOL.COM](http://www.43AIRSCHOOL.COM)