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EXTRACT FROM
RIDEGUIDE

2 AIRLINES [CHARTER] → i.e. holiday/vacation

These companies, large and small, do not normally sell seats to individuals. Travel agents pay for the entire aircraft to go between their intended points, and then run around in a frenzy to fill every seat [this is why last minute package holidays and many one way seats are sold so cheap]. Usually, at the beginning and end of a summer or winter season, one or more of these flights is empty.



To fly on the inbound [season beginning], or the outbound [season ending], get hold of the charter company Rep or Traffic office directly. Let them know that you are only interested in one way, as this is all that will be available. These empty seats are *never* advertised - because a charter airline's 'empty leg' is paid for by the travel agent.

Travel agents don't want the headaches of organising, advertising and selling one-way tickets, because they have already done their calculations to make their money from the whole seasons flight program.

Your holiday magazines will tell you who flies to where and when. Note that some destinations don't have holiday seasons and are busy all year round. This is because of stable temperatures and weather [like Spain].

TOUR OPERATORS. →



Definition Home Country. The Country where the tour operator, charter airline and passengers originate.

Flights from the Home country are called the outbound sector and conversely flights to the Home country are called the inbound sectors.

Definition CHANGEOVER DAY

Charter flights arrive and depart on the same day every week. You can find out from the tour operators what the day is for your destination of interest. E.g. Faro in Portugal: Sat and Sun are the British charter days; Wednesday is the Germans Day and Tuesday is the Scandinavians day. Some destinations are so popular that flights turn around every day.

Flying on the outbound from a home country, as we have stated earlier in this chapter, can be done, there may be a couple of late cancellations so if you are at the airport "ready to go", the tour operator/charter airline will be willing to sell you a cheap seat, if you were planning Greek island hopping and want to get to get to Athens, it would be silly to turn down a cheap flight just because it's going to Rhodes, be flexible. Getting on the inbound is much easier, read on.

There are two charter holiday seasons to consider... **more in the Rideguide.**



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CARGO →



Cargo companies, especially in the western world, have to be careful what they say over the telephone to persons enquiring about a ride, because technically their operator's licence and insurance forbid them to carry passengers. A personal visit to the company is a better way to get a result with these operators. They will then be able to establish, whether or not you are working for their local Aviation Authority and are trying to catch them out. To find out where, when, and what the destinations are for these cargo planes, you should initially try calling up as a prospective customer, e.g. "Hi, have you got anything going to[your destination]...", within "the next week....[your time scale].....", When does it go? Where does it stop, en-route? They will probably ask you "what are you shipping", dimensions and weight, so be ready with these answers. Once you have the info, the next best bet is get to the loading location and pitch your deal. **What happens in reality contradicts the rules.**



Freight outfits are allowed to carry company employees, [which is what you become for the duration of the flight]. In addition to making a deal with the company owner, operations dispatcher or pilot, *you* can help load and unload the freight. Other freight operations are conducted by private owners without a cargo carrier licence. The way they get around ...

Help the pilot load this lot and you may get a FREE ride.

...not having a license is by owning the freight that they are carrying. Some resort hotels on remote islands have their own plane for their own supplies, then there are aircraft owners who fly the freight which they "own", then sell to the customer at the other end. This gets around the requirement for a license. The authorities and other cargo operators get upset by these operators because they are cheaper and do not have to comply with all the rules, and as a private flight you can ride along, offer a contribution to fly along.

