

## RELOCATION of JOMAC.

Site visits had been arranged to familiarise the JOMAC Members with the proposed, future JOMAC facility. These visits took place on Saturday 4<sup>th</sup> August 2012 at 3 p.m., and Sunday 5<sup>th</sup> August 2012 at 12 m.d.

Here's the content of the presentation, given by the JOMAC Committee.

### Introduction.

The three drawings are taken from the Lease Application to the Johannesburg Property Company. These are the Land Survey, the Site Development Plan and the General Arrangement drawing. These drawings were included to satisfy the needs of the document only and therefore remain provisional and subject to change.

### Land survey.

It was very clearly shown in the presentation given at the time of the Annual General Meeting, that land to the north of Johannesburg, suitable for the operation of radio-controlled models is non-existent. However, the piece of land shown on the Land Survey drawing is available, subject to the approval of the Johannesburg Property Company, which is eagerly awaited.

The move of JOMAC to this position has already been approved by the Civil Aviation Authority.

The area to be leased stretches along the Eskom power lines, point A to point B. Then in a westerly direction from point B to point C.

Along the Steyn City wall to point M, and finally, along the river, back to point A. The total area is almost fifteen hectares, considerably more than the current three hectares.

It is anticipated that the rental will be between R1000 and R2000 per month, while the current rental is only R200 per month.

As soon as the lease application is approved, JOMAC will be able to begin work on the site, even if this means paying rental for both sites for a period of time.

### Site Development Plan.

The prevailing wind is from the north, and this, or something west of north would be the ideal orientation of the runway. To make best use of the area, a runway orientated along the Eskom power lines, at eighteen degrees east of north looked probable. However, the discovery of a burial site has pushed the orientation to twenty-five degrees east of north.

To maximise the contour of the land, it is essential to stay on top of the hill. Consequently, the first one hundred metres of the runway are flat. There is a one metre drop in the next fifty metres, and a four metre drop in the last fifty metres.

The land is flatter to the south, but it is impossible to move the runway any further in this direction, due to the Steyn City wall turning inwards to the east. This makes the land area very narrow at this point and will result in aircraft overflying Steyn City.

With the potential of overflying Steyn City, noise and aircraft retrieval are two issues that are going to have to be addressed. It is perhaps fortunate that the area on the other side of the wall is

given over to an Eskom servitude and the river. This is so called private open space, where people can walk their dogs. All attempts to make contact with the Steyn City Management have fallen on deaf ears.

The Site Development Plan indicates a layout that requires an anti-clockwise circuit of left-hand turns, contrary to the current clockwise circuit of right-hand turns.

The glider and cross runways are large, mown grass areas, immediately alongside the main runway. Approaches to the cross runway in a westerly direction will necessitate turning inside the Eskom power lines or coming in over the top of them.

The easterly orientation of the runway means that the winter sun will be a real problem. The only solution to this is to skew the circuit to the west, directly after take-off, and to cut the circuit short on landing approach.

### [General Arrangement drawing.](#)

The presentation was given from a point roughly half way along the proposed runway. The general arrangement drawing is indicative of what could be built, and shows all of the facilities relative to the proposed runway.

The helicopter pilots are accommodated facing south, as per their request. The pits and the club area adjoin one another, followed by recreation and spectator areas. The toilets and parking are self evident.

### [General .](#)

With the sun to our backs, it will be best to fly in the mornings. Consequently, the early morning aerobatic and glider pilots will be affected.

Given the layout, the possibility of having gliders, helicopters and powered aircraft in the same circuit is very real. However, these issues have been raised for interest only. It is far too early to start dealing with these issues now.

To finish, the latest information from the housing developer, is that construction will not begin before this time next year.

JOMAC Committee.