

**JOMAC
AIRFIELD PROCEDURES AND DISCIPLINES
(AMENDED DECEMBER 2004)**

Each paid-up member of the Club holds a copy of these procedures and disciplines.

By tendering payment of Annual Membership Subscriptions to the Club, the Member accepts and binds himself to the Procedures and Disciplines.

The Committee requires these to be followed as a matter of safety.

The Rules and Procedures laid down here are designed to protect and not to obstruct you in enjoying the hobby.

1. GENERAL PROCEDURES

- 1.1. The flying field consists of two runways and a glider field. See the attached diagram marked Appendix "A"
- 1.2. Take off to the North – towards the sewerage farm (usually the operational runway).
- 1.3. Take off to the South – towards the Escom power lines.
- 1.4. Take off to the East – towards Kempton Park.
- 1.5. Take off to the West (seldom used).
- 1.6. Once an aircraft leaves the runway on takeoff it is assigned to the CIRCUIT.
- 1.7. Circuit procedures will be followed – thus good traffic separation will be achieved and midairs or collisions on the runways will be prevented.
- 1.8. Circuit directions are indicated on the attached diagram.
- 1.9. Once in the air, planes turn either right or left – depending on the runway in use. Pilots will not turn or fly against the pattern or circuit.
- 1.10. It is the responsibility of pilots to commit the diagram marked appendix "A" to memory.

VERBAL INFORMATION SYSTEM.

ACTION

Ready to enter runway for takeoff
(after ensuring there is no traffic on approach)

On preparation for landing (on the downwind
leg is a good time)

As above but for a touch and go

ANNOUNCEMENT

"Taking Off"

"Landing"

"Touch and Go"

(in a direction indicated by the operational circuit only)

On preparing for a beat up over the runway

“Low Pass from.....” (from Left or (direction of the circuit only)

Right as the case may be.

Engine Failure. (or power glider landing)

“Dead Stick”

....And any other informative information the active pilots may consider necessary.

These are the main air traffic announcements but it is always good manners and Professional discipline to keep pilots on the flight line informed of your movements and intentions.

ALL TRAFFIC WILL GIVE WAY TO AN AIRCRAFT THAT HAS NO MOTOR.

2. VISITORS

- 2.1. Flying visitors brought to the club are to be accompanied by a paid up member and should be introduced to a committee member.
- 2.2. The introducing member will ensure that his guest is familiar with and accepts these rules.
- 2.3. The introducing member will be responsible for the visitor, his actions and behaviour.
- 2.4. Flying visitors are restricted to 3 people per member at any one time.
- 2.5. In the event of more flying visitors being invited, prior arrangements will be made with the club.
- 2.6. A landing fee will be levied on all visitors at the discretion of the committee.
- 2.7. Proficient, solo flyers may fly, but they will be SAMAA members. The introducing member will be responsible for ensuring that this mandatory requirement is met.
- 2.8. Only visitors with paid up SAMAA membership will be permitted to fly.
- 2.9. “First Timers’ under instruction will be covered by the instructors club and SAMAA membership for a maximum of 2 weeks.

3. PETS AND CHILDREN

- 3.1. Pets and spectators are not permitted in the pit area or beyond the demarcated area of the clubhouse.
- 3.2. Children under direct parental control and on the responsibility of the parent will be permitted in the pits.
- 3.3. Children are not permitted on the flying line.

4. PARKING.

- 4.1. Parking is restricted to the demarcated parking areas.
- 4.2. The loading zone is to be kept free of vehicles over weekends and on public holidays.

5. SAFETY PROCEDURES.

PILOTS are responsible for their aircraft and actions.
Visitors please report to a committee member on arrival.

5.1. RESPONSIBILITY.

- 5.1.1. Use of the transmitter pound is compulsory at all times.
- 5.1.2. You are responsible for your aircraft.
- 5.1.3. The frequency control system is PEG ON THE BOARD system.
- 5.1.4. Only SAMAA authorised frequencies permitted.
- 5.1.5. Only valid membership cards acceptable on the frequency control board.
- 5.1.6. Valid SAMAA membership is mandatory.
- 5.1.7. Under no circumstances may a radio be switched on without first securing the frequency, nor may the radio be left in the pit area, if not in use.
- 5.1.8. Membership cards must be in your possession when not securing a frequency.

5.2. PIT AREA

- 5.2.1. **AT NO TIME WILL ANY AIRCRAFT, GLIDER OR HELICOPTER FLY OVER THE PITS, CLUBHOUSE OR CAR PARK.**
- 5.2.2. No Aircraft will be started in the Pits.
- 5.2.3. Test run areas are demarcated behind the container (North Side)
- 5.2.4. High speed running in the pits is prohibited.
- 5.2.5. Taxing of aircraft out of or into the pit area is prohibited.
- 5.2.6. Taxiing is confined to the demarcated taxiways.
- 5.2.7. No aircraft will take off from the pit area.
- 5.2.8. Stand facing away from the pit area and do not fly between yourself and the pit area. (The exception is when flying in vacant glider space – the pits, clubhouse and parking area remain a NO fly area).
- 5.2.9. You will take up a position on the “half moon” taxi area to start your Aircraft.
- 5.2.10. Takeoff order shall be undertaken in the order of aircraft placed on “half moon” taxiway.

5.2.11. Jumping the “Q” may only happen with the permission of the pilot whose aircraft you replace.

5.3. FLIGHT OPERATIONS.

5.3.1. ONLY 3 POWER AIRCRAFT ALLOWED IN THE AIR AT ANY ONE TIME, UNLESS EXPRESS PERMISSION IS GRANTED BY A COMMITTEE MEMBER AND AGREED BY ALL PARTIES ON THE ACTIVE FLIGHT LINE.

5.4. OPERATIONAL CIRCUIT.

- 5.4.1. The direction of take off (and subsequent landing) will be stipulated by a safety officer or Committee member according to prevailing conditions.
- 5.4.2. In the absence of one of the above, active pilots will decide the active runway by consensus.
- 5.4.3. The take-off run must commence from a point North/South of the displaced threshold line. Use of the full length of the runway permitted by special request.
- 5.4.4. Pilot to clear runway immediately stable flight is achieved.
- 5.4.5. To meet changing conditions, the active runway direction will be changed only at the discretion of and by the responsible officer/ALL active pilots.
- 5.4.6. Action necessary to meet freak conditions on the flight line will be communicated AND AGREED BY ALL PARTIES ON THE ACTIVE FLIGHT LINE.

5.5. IN THE CIRCUIT.

- 5.5.1. The circuit is broadly defined as a block of airspace extending over the runway to a height of 50 metres and around three sides extending 100 metres away from the runway. (The pits are not a flying area).
- 5.5.2. Aircraft outside of this “box” are not in the circuit and may fly as they wish....responsibly and not over the pits. On re-entering the circuit you will once again be subject to circuit procedures and rules.
- 5.5.3. There is to be a self-discipline system amongst pilots on the flying line. To facilitate this, pilots will stand in the designated flying box and they will engage in a continuous verbal information system. This information flow will ensure that each pilot on the line has a mental picture of what the next man is doing in the circuit.
- 5.5.4. Stand facing away from the pit area and do not fly between yourself and the pit area. (The exception is when flying in vacant glider space – the pits, clubhouse and parking area remain a NO fly area).
- 5.5.5. Power pilots are to remain clear of glider airspace when traffic is operating.
- 5.5.6. A pilot who announces that he has a dead stick, or is in trouble TAKES PRIORITY OVER ALL AIRCRAFT.
- 5.5.7. All members should be accommodating of requests from members when they are testing or maidenning an aircraft

5.6. HAND LAUNCHED AIRCRAFT.

- 5.6.1. To be launched from the operational runway or a maximum of 5 metres on either side of the runway centre line. (Not from adjacent to the pits or behind pilots on the flight line).
- 5.6.2. Where applicable, power rules apply.

5.7. HELICOPTERS.

- 5.7.1. To be launch from the Heli-pad.
- 5.7.2. In the event of NO glider activity, pilots may fly in glider airspace.
- 5.7.3. With both glider and power activity the helicopter pilot **MUST** be assisted by an observer and fly in the least congested airspace.
- 5.7.4. Where applicable, power rules apply.

5.8. GLIDERS.

- 5.8.1. The extended dividing line between power and glider fields is to be respected.
- 5.8.2. Bungee lines may not be laid across the extended line drawn between power and glider fields and are prohibited from encroaching into power airspace. This applies equally to the line after separation.
- 5.8.3. Winch lines turnaround may be anchored at a point on the road adjacent to the farmland, but line **MUST** be wound down immediately after separation.
- 5.8.4. No glider may be launched without prior loud warning to power pilots.
- 5.8.5. Gliders are to remain clear of airspace demarcated for power.

6. GENERAL SAFETY RULES.

- 6.1. It is the responsibility of every member to enforce safety and safety procedures.
- 6.2. Valid SAMAA membership is the personal responsibility of every JOMAC member.
- 6.3. Models are to be kept in an airworthy condition.
- 6.4. Models will be carried to the taxiway or flight line with engine stopped or at idle.
- 6.5. Full engine power checks will not be conducted in the pits unless specifically in terms of laid down procedures.
- 6.6. Following of flight operation and circuit procedures are your responsibility.
- 6.7. All signs posted within the clubhouse and its environment are to be observed.

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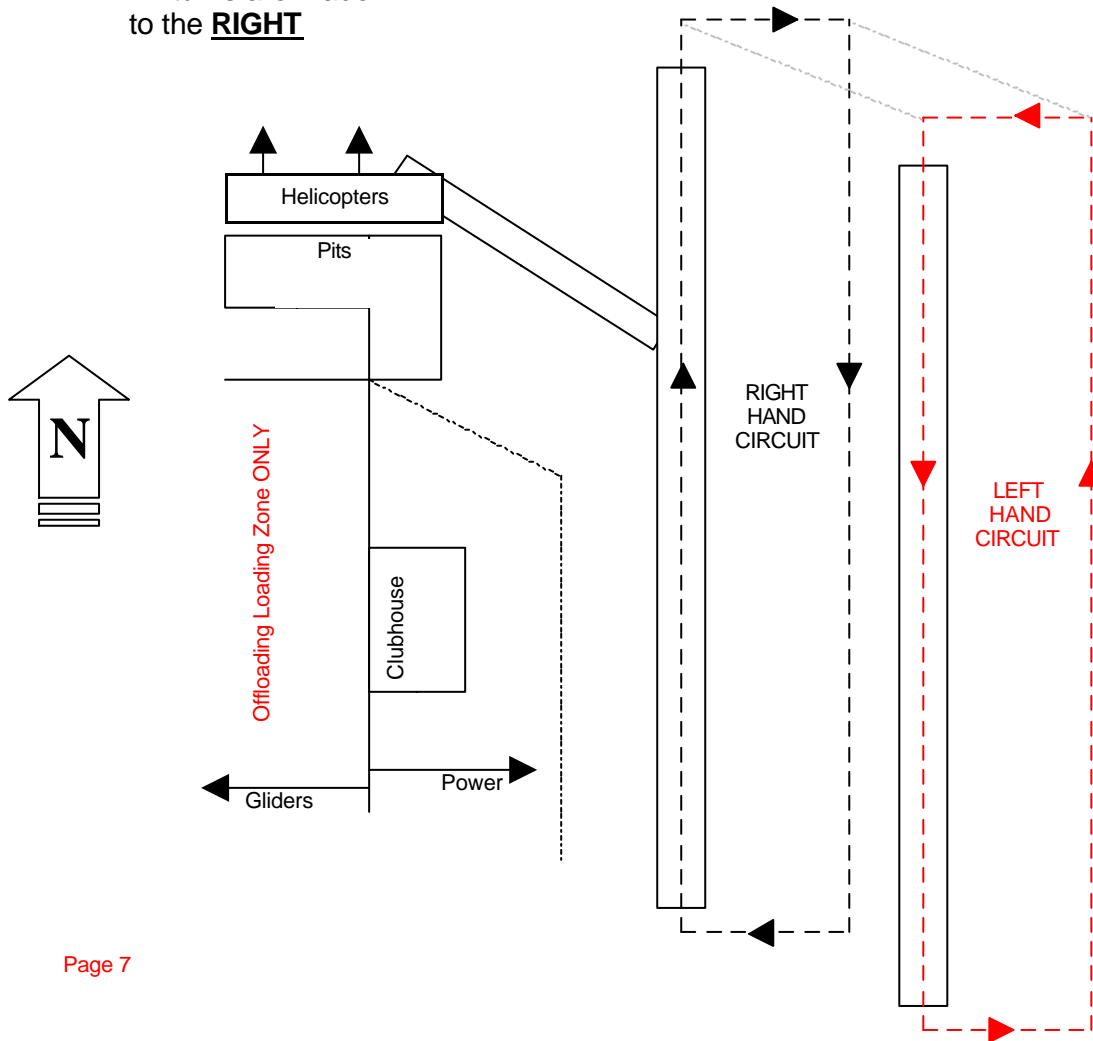
Updated **15 February 2006**

ANNEXURE A

Circuits are either right or left hand and once set into a circuit, traffic will not deviate from that circuit. This ensures that all traffic is travelling in the same direction and mid-air or collisions on the runway should never occur. The two most used circuits are:

1. Taking off to the North
- All turns are made to the **RIGHT**

2. Taking off to the **South**
- all turns are made to the **LEFT**



3. Taking off to the EAST
– all turns are made to the LEFT

