

Proposed future site -- runway position.

During the site visits to the proposed, future, JOMAC facility there were a number of requests to look at positioning of the runway to the west, alongside the Steyn City wall, at the bottom of the hill. A simple scoreboard was compiled, to compare the bottom of the hill, to the top of the hill. The results are shown in the scoreboard.

It is clear that the bottom of the hill is the better option and it is the intention to plan accordingly.

Flying together.

With the exception of control-line flying, JOMAC welcomes all of the model aircraft disciplines. To this end, a tar runway is provided for fixed wing aircraft, a grass runway for gliders, and an area to the west of the tar runway, to the north of the glider runway, for helicopters.

These allocations are not absolute. Circumstances and conditions will sometimes result in a glider being towed off the tar runway, a fixed wing aircraft flying off the cross runway and consequently through the helicopter airspace, or a helicopter flying off the main runway.

Whatever the case, just go and have a word with the affected interest group and you will be accommodated. This is guaranteed. You will even be wished an enjoyable flight. A wave and a thank you when you have finished will stand you in good stead for the next time.

The JOMAC facilities are for the use of all Members -- we can make this work.

# JOMAC.

## Comparison of two different runway positions.

Item.	Runway at the bottom of the hill.	Runway at the top of the hill.
Prevailing wind.	Runway orientation north or west of north. 	Runway orientation east of north. <input data-bbox="2076 483 2134 592" type="checkbox"/>
Obstacles affecting the orientation of the runway.	None. 	Graves. <input data-bbox="2076 643 2134 855" type="checkbox"/>
Bulk earthworks.	Total runway length slopes south to north. 	Third 50 metres slope 1 metre. Fourth 50 metres slope 4 metres. <input data-bbox="2076 906 2134 1015" type="checkbox"/>
Over-flying of Steyn City.	Should never happen. 	Will often happen. <input data-bbox="2076 1066 2134 1174" type="checkbox"/>
Circuit direction.	No change. 	Change. <input data-bbox="2076 1225 2134 1334" type="checkbox"/>

Interest group's flying times.		
General flying.	No change.	★
Aerobatic flying.	Change to afternoons.	
Gliding.	No change.	★
Pilot comfort.	Uncomfortable with the land sloping uphill.	
		Comfortable with land sloping downhill.
Electricity pylons.	Perceived as an obstacle to both flying and the landing approach.	
		None.
Access road.	Through road will have to remain.	
		Private access.
	Bottom runway merit star count	7
	Top runway merit star count	5

It must be noted that the bottom runway merit star count of seven is awarded for the more important aspects of this comparison.