

LOMAC CLUB RULES



- 1 The Club vests the final interpretation of the rules in the Committee of the Club.
- 2 A member of the Club may not be a member of another Club with the same objectives and activities as this Club without permission of the Managing Committee. Should permission be granted it will be reviewed annually and/or at any time should an incident occur. Under no circumstances will membership to the LOMAC be tolerated should the person serve in any way on another clubs, or model flying fields, management team.
- 3 Club member's membership fees must always be settled in full. Club fees will be paid for the proportion of the year outstanding, calculated prorata for the remainder of the year.
If a member is not in a financially sound position and wishes to rather settle his/her membership fees monthly, then this needs to be done in accordance with the constitution. Further to this an application will be submitted to the treasurer, this application will include bank statements together with a Letter of motivation from the applicant.
- 4 Members who do not settle their yearly payable membership fees by the end of January for that respective year will automatically forfeit their membership. A person that lost his membership in this manner will, for all purposes of the Club, be regarded as a new applicant if he wants to restore his membership. Such a person will then be subjected to all the normal requirements for new membership applications, including a rejoining fee which will equal the difference between annual fees and the pro rata fees for the balance of the year.
- 5 When using the flying field, member's proof of membership must always be available for inspection by any person.
- 6 Visitors and guests must qualify in accordance with the Club's Constitutions before they will be allowed to fly at the Club's flying field.
- 7 Visitors and guests will, like normal Club members, be subjected to all the Club's rules. Members are responsible for their guest's behavior.
- 8 Visitors and guests who want to use the facilities must be paid-up members of SAMAA. They must provide proof of such membership before they will be allowed to fly at the Club's flying field. The only alternative will be if an instructor is assigned to accompany the guest to the flight line and then supervises the entire flight.
- 9 It is the responsibility of each member to ensure that he knows the rules (youngest issue – annual issue) and the interpretation of it. It is also the responsibility of each member to ensure that everybody using the Club's facilities is applying the rules and is living up to them when using the flying field.
- 10 New members (Applicants for membership) are subject to a three (3) month probation period before the Club will approve their permanent membership. Should membership be denied at the end of the probation period then the unsuccessful applicant has no claim to reimbursement of any fees paid.
- 11 The Club will never accept ignorance of the rules as a reason or excuse for contravening the rules.
- 12 The safety of people, birds and property at and near the field has priority over those of models.
- 13 No pets are allowed at the field without proper control. Dogs will be on a leash. No dogs to be allowed to be in the pits or flying area. The owner is to clean up behind his dog.
- 14 Children are the responsibility of their parents. Children must respect the property of other people.
- 15 The use of alcohol by pilots and/or their helpers during flying sessions is prohibited. (If you drink, you don't fly!)
- 16 The Club prohibits flying over the clubhouse, car park and pitting area.
- 17 When pilots are flying, they will position themselves further than five (3) meters from the runway.
- 18 The Club will allow only pilots, helpers and student pilots inside the pitting area. To be allowed inside the pitting area, any other person should have permission from the Committee or its delegate.
- 19 Pilots shall stick to lawful frequencies and radios. (The frequency control system in use is the "blue system" as sanctioned by SAMAA – Peg on board, radio on.)
- 20 Only Club approved frequency pegs (i.e. Valid SAMAA Membership Card) bearing the name of the pilot or the pupil pilot are permitted to be used at the field.
- 21 The pilot, whose name appears on the frequency peg, placed on the frequency control board, shall be present at the flying field.
- 22 If a pilot has not got the correct frequency peg, meeting the requirements as set out in these rules, he will not be allowed to switch on his transmitter or to fly his aircraft. (No peg, no fly). The only alternative will be if an instructor is assigned to accompany the guest to the flight line and then supervises the entire flight.

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- 23 Transmitters may only be switched on once a Valid SAMAA card has been placed on the frequency control board. No tape or other method of occupying the frequency other than a proper peg with the pilots name on it will be allowed. (No Valid SAMAA card, no fly). Where elsewhere in this rules the word "peg" is used, it means "Valid up to date SAMAA Membership Card".
- 24 At the end of a flight, pilots must immediately switch off their transmitters and they must remove their frequency pegs from the frequency board.
- 25 Members who forget to take their pegs off the frequency control board are in misconduct and the Club can take disciplinary action against them.
- 26 Unless the Safety Officer or his delegate has granted approval for removal of a frequency peg from the frequency control board, no person other than the peg's owner or the owner's delegate may remove a peg from the frequency control board.
- 27 All aircraft flown at the club must be declared airworthy and fit for the purpose for which its owner wants to use it. Instructors, competent pilots or Committee Members must do these declarations
- 28 Pilots who the Training Officer, a Club approved instructor or a Committee Member has not yet certified as solo pilots may not fly without supervision of a competent pilot.
- 29 After their first day, all pupils are obliged to arrange their own training sessions with their instructors.
- 30 Pilot younger than 12 (twelve) years of age are never, even if they are certified solo, allowed to fly without supervision of a competent pilot. If such a young pilot believes he can fly on his own, he can apply in writing for such a concession with the Committee. The Committee shall consider his application and if they grant the concession the Committee will confirm it by means of a written letter. This letter must always be available for inspection by any person at the flying field when such a pilot is flying.
- 31 The Club does not accept accountability for damages to any property or injury to any of its members or to any other person incurred in any way. The persons involved shall resolve court cases, claims or any actions that can originate from such incidences. The Club's responsibility shall be limited to the application of its rules and the use of disciplinary action if the persons involved have disregarded the Club's rules.
- 32 The Club shall never be accountable for any damages to models.
- 33 The Club is NOT insured against incidents where its members can be involved in. If a member thinks he is implicated in any he must put his case to the Committee in writing. The Committee shall investigate the matter and advise the member accordingly.
- 34 A pilot who wants to use a runway must, directly before he wants to use it, ensure that all pilots busy flying know his intentions. A pilot who wants to use the runway must announce his intentions and the runway that he wants to use. The acknowledged way to do this is to call out suitable words such as "dead stick", "take off", "landing", "interference" or whatever is applicable. He must ensure that all pilots busy flying have taken note by confirming their approval or disapproval to him before he continues. Only after the pilot who wants to use the runways receives their approval may he continue.
- 35 The announcing part of Rule 3.2 is also valid for low passes and any other maneuvers where the runways and approaches towards the runways might play a role. In all these cases, the pilot busy flying must also announce his intentions and the runways that he wants to use. He must ensure that all pilots busy flying have taken note by them confirming their approval or disapproval before he continues. The mere fact that a pilot announces his intentions without having them acknowledged by other pilots busy flying, shall not be acceptable as a reason or excuse for sufficient communication in cases of dispute.
- 36 Pilots may only do low passes against the wind and not nearer to the pitting area than on the far half of the runway.
- 37 High speed passes will not be allowed over the runway. High speed passes to be done parallel to the runway on opposite side of runway.
- 38 Aircraft may not be flown towards clubhouse
- 39 The flight pattern for general flying will conform to the international acknowledged FAI pattern forming a square. The square shall consist of a crosswind leg, a downwind leg, an abase leg and a final approach.
- 40 Adjustments to aircraft and engines shall be completed away from the pits.
- 41 No adjustments of engines or aircraft shall be allowed on the runways. Pilots may adjust helicopters on the heli-pads provided there is no other heli on the flight line or in the flight area.
- 42 No running in of engines shall take place inside the pitting area. Members may run in their model engines in the designated running in area.

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- 43 Nobody shall park or store any aircraft, helicopters or toolboxes underneath the stands. Parking / storing anything in this area is the sole responsibility of the owner. Any damage caused by anybody else in this area is the owners own responsibility and he cannot claim compensation from another person, irrespective of who caused the damage. They shall not fill any aircraft or helicopter with fuel neither shall any aircraft, helicopter nor engine be started in an un-allocated area. All the mentioned actions must be done in the pits and areas especially created therefore.
- 44 All engines used at the flying field shall be fitted with silencers.
- 45 The Safety Officer shall approve homemade silencers before they may be used at the flying field.
- 46 If there is more than one person on the same frequency, the time that a member is allowed to occupy a frequency is limited to fifteen (15) minutes per flight including start-up, range check, problem solving and flying. Occupying of a frequency starts when a frequency peg is placed on the frequency control board and ends when the frequency peg is removed from the frequency control board.
- 47 A pilot who is waiting for an occupied frequency to become available must clip his frequency peg to the bottom of those already occupying the frequency. Doing it in such a way, will show other pilots that there are pilots waiting to use the frequency. It will also determine the flying turns of the waiting pilots.
- 48 Pilots shall strictly stick to the runway control system. Helicopter pilots shall use the designated heli-pad not situated on the same runway that the fixed wing pilots are using.
- 49 Helicopters must be carried to the takeoff area. No helicopter will take off from any spot other than the X on the runway or the heli pad or such other point designated by the safety officer.
- 50 The pilot undertaking the first flight of the day determines the runway that will be used. He must adjust the runway/heli-pad indicator, installed at the frequency control board, accordingly.
- 51 The runway and helipad in use can only be changed with the permission of the Safety Officer. If the Safety Officer is not at the flying field, only a Committee Member can give permission to change the runways and if a Committee Member is not at the flying field, only a senior pilot can give permission to change the runway. The runways can only be changed at a moment when no pilots are flying.
- 52 All pilots flying simultaneously shall take off and land in the same direction and on the same runway. Choosing and changing the runway shall be subjected to Rule 3.16
- 53 Engines will be started facing away from the clubhouse, visitors area, and parking area. Ensure that no pilot is within 10 meters in front of any engine to be started or running. Engines will only be started at the allocated starting area prior to flight.
- 54 No taxiing of aircraft will be allowed in the pits or between the pits and the allocated yellow Starting Line. Taxiing from the pits over the grass is not allowed and will not be allowed towards the pits or club house and spectators, etc. Aircraft shall be pushed pulled or carried in the described taxiing or takeoff area.
- 55 Pilots shall always handle aircraft in a way that will ensure that they cannot harm any person or cause any damage to anything if an aircraft should go out of control due to any electronic malfunction or mechanical failure.
- 56 The Club will only allow trading at the flying field if the Committee has approved it. Where trading at the flying field has been approved, the Committee shall give permission in writing. The chairman and the treasurer of the Club shall sign the document containing the permission and the trader must always carry this document whilst trading.
- 57 Any member causing damage to another person or any property at or near the flying field shall compensate such damages. The persons involved shall resolve court cases, claims or any actions that can originate from such incidences. The Club's responsibility shall be limited to the application of its rules and the use of disciplinary action if the persons involved have disregarded the Club's rules.
- 58 Training at the Club is free of charge and is done voluntarily by Club selected volunteer instructors.
- 59 Only SAMAA qualified instructors and club instructors are allowed to provide training as per SAMAA rules.
- 60 Club members who participate in international, national or regional competitions shall be allowed to have two (2) disturbance free practice flights toward such a competition on flying days. He must prove his entry for such a competition before he can lay claim to the practice flights. He will arrange his own flights with pilots present at the flying field at the time
- 61 On any day designated as an Event day Members shall strictly abide by the reserved flying times set aside for the different flying disciplines. The Club announces these times during the pilots briefing on the day.
- 62 Members shall strictly abide to the reserved flying times set aside for the different flying disciplines on Flying days. The Club announces these times on the annual general meeting and in the Club's regular newsletter. They remain in power for as long as they have not been changed by official notice.

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- 63 The Club will treat public holidays as flying days.
- 64 Any day may be designated a competition day without prior notification. The Committee must approve the competition.
- 65 Refuse must be placed in containers brought to the field by the member for this purpose. He must take it home and dispose of it there. On special fly-in and air-show days bins for the use by the public will be provided.
- 66 The last person leaving the flying field must lock the Club house and toilet, see to it that all taps are closed and lock the main gate.
- 67 Helis & Fixed Wing in same airspace – This will only be allowed under the following conditions: a) An application must be submitted to the committee in writing and permission shall only be deemed granted should the committee, in writing, grant the applying pilots permission. b) The Heli pilot must be a proficient Heli Instructor as per the MHSA. The Fixed wing pilot must be a proficient SAMAA Fixed Wing Instructor. c) A spotter must be present on the flight line and circuits must be flown in accordance with SAMAA and FAI.
- 68 Large Scale & any other discipline in the same Airspace – This is not permissible at the LOMAC.
- 69 Large Scale Model Aircraft (Defined as such by the SAMAA, IMAC & FAI) All SAMAA rules governing these aircraft will be adhered to. No pilot holding a proficiency of less than a SAMAA Fixed Wing Silver will be allowed to fly any Large Scale model aircraft at this facility. A maximum of two (2) Large Scale aircraft will be allowed in the air at the same time and only if both pilots agree. In this case there must be a spotter present to assist with collision avoidance.
- 70 No partial payment of Club Fees or SAMAA Fees will be accepted.
- 71 All disputes for which the rules are deemed to be unclear by the committee will be resolved by the committee on the basis of:
“What would the average person do?”
This decision will be final.