



## **CLUB RULES**

**Good discipline and safe flying are cornerstones to the constitution of the club and therefore not negotiable.**

**The disciplinary sanctions for non-compliance and transgressions of the club rules are progressive as follows:**

**Step 1: Discussion to create awareness and discourage further transgression**

**Step 2: Verbal warning of grounding to transgressor**

**Step 3: Grounding of transgressor**

**Step 4: Disciplinary hearing by disciplinary committee**

### **A GEROTEK PAARDEFONTEIN RULES:**

1. Gerotek reserve all rights of admittance.
2. Gerotek reserve all rights of eviction.
3. Electronic access control will be managed by Gerotek only.
4. Electronic access disks will be issued to members at R100-00 per disk and is non-refundable.
5. As per contract between Warthog Radio Flyers and Gerotek, the members and visitors of Warthog Radio Flyers are permitted to utilize the Paardefontein Antenna Testing Range for model flying on Saturdays, Sundays and Public Holidays.
6. Gerotek however has the first right of usage of the testing range and might from time to time prohibit weekend flying and public holiday flying in order to conduct Gerotek's business.
7. Any other flying days will be granted without obligation and solely at the discretion of Gerotek's Paardefontein Facilities Manager. Permission must be obtained from him before flying.
8. Permission must be obtained from Gerotek before hosting flying events and functions.
9. The kitchen, boardroom, store rooms, lapa, swimming pool and camping areas may only be used after approval by the Gerotek Facility Manager.



10. Rooftops, staircases, towers, generator rooms, equipment rooms, offices, pump stations, tractors, cranes, trees (climbing) and lawn mowers are prohibited areas and items at all times. Failure to comply with this rule will incur immediate eviction.
11. The speed limit is 10Km/h inside Gerotek boundaries.
12. No parking is permitted on any grass on the East (flying field) side of the entrance road.
13. Parking is on the tarred sections and under the trees on the West (lapa and swimming pool) side of the entrance driveway.
14. No children under the age of 16 may be dropped off and left alone without supervision on the Gerotek NATR Paardefontein premises.
15. Friends, family, children and visitors of club members are the responsibility of those club members. Members must ensure that their visitors, friends and family act appropriately and adhere to the applicable club rules.
16. Any club member or person who grants entrance or opens the gate for a spectator, stranger or visitor, is responsible for that person until the person exits again. This means that members who are opening the gate for strangers, visitors and spectators are accepting personal risk. Members who open the gate for spectators, visitors or strangers and then deny responsibility for such persons are in breach of Gerotek's right of admission and can be evicted from the premises together with the entrants.
17. Pilots that crashed in the game reserve are not allowed to climb over the fence. They must drive to the main gates of the reserve and pay the game warden a fee to retrieve the aircraft. Contact the game wardens at:  
  
084 504 4408 (Stephan) or  
  
Ask for the assistance of a warden at the main gate.
18. Do not litter the pits or any area within the Gerotek premises. Use the garbage bins.
19. Gerotek will not be held liable for any damage to any member's aero modelling equipment stored at the NATR Paardefontein. The storage of aero modelling equipment must be arranged with Paul Smit.
20. No fireworks or pyrotechnics may be fired inside the Gerotek NATR Paardefontein premises.



## **B GENERAL CLUB RULES:**

1. Only paid-up members will have gate-access to the flying facility. Annual membership fees are payable in the form of a single instalment in advance before or on 30-September every year. Pay directly into the account. No cheques or cash will be accepted.
2. Gate access will be cancelled in November if club fees are not paid.
3. Club members whose memberships are not paid-up will only be permitted to fly after paying the visitors fee and is capped at 3 days during any club-year provided that their SAMAA membership is current.
4. Visiting pilots may fly after paying the visitors fee. Paid up members from other clubs will not be capped on repetitive visits and paying of visitors fees.
5. No visiting pilot or person may fly without an instructor if he or she is not a paid-up SAMAA member with a SAMAA solo rating or higher. Such visitors must pay the visitor's fee. This does not relate to flying training.
6. Guest pilots of WRF members are most welcome to fly at the club but he/she must be a member of good standing with SAMAA with at least a SAMAA Solo rating and must be a paid-up member of a SAMAA recognised club. Visitor fees must be paid by the guest or his/her host.
7. Mobile phones are prohibited on the flight line, run-up areas and pits areas.
8. No alcohol or performance inhibiting drugs/substances may be consumed before and during flying.
9. It is every pilot's responsibility to ensure that his equipment is in good working order and batteries charged before attempting to fly.
10. No visitor, spectator, or family member may be on the flight line or run-up area if not accompanied by a club member unless he/she is a paid up member of SAMAA with at least a Solo rating and therefore a pilot in his/her own right.
11. The layout of the pits area makes it unpractical to prevent children, visitors and spectators from entering the pits areas. Members must brief their family, visitors and spectators of the dangers and to take care in the pits areas.



12. The pits area is the grassed area directly in front of the tarred area adjacent to the main building. All planes must be parked in the pits area and not on the tarred area as the tarred area is the access way to the frequency control board, radio pound and the seating area for spectators and pilots.
13. Flying training may take place at any time during general flying.
14. Flying training may only be done by a club-instructor or SAMAA instructor. Ask the Training Officer or Chairperson for a list of instructors.
15. Persons undergoing flying training with a club instructor using dual radios and a "buddy cord" do not have to pay club fees, SAMAA fees or visitor's fees.
16. Instructing is voluntary and free of charge.
17. No age restriction is enforced on flying training.
18. All members must sign the standard indemnity form.
19. No aircraft, gliders, helicopters, tools, starters, batteries, launching equipment, ropes or any non-permanent obstruction may be left unattended on any runway at any time. Keep said equipment at least 10 meter clear of any runway.



## **C FLIGHT RULES:**

1. All pilots are always responsible for flight safety. The presence or absence of Safety Officers does not exempt pilots from adhering to the club rules and/or practising of safe operations.
2. The basis of all flight operations will be the SAMAA safety codes. The Paardefontein site-specific rules listed below are in support of the SAMAA safety codes and not a different philosophy, concept or invention.
3. Flight rules listed in this section are not negotiable. Duty Safety Officers has full authority to discipline any pilot who deliberately keep on breaching the flight rules and SAMAA safety codes or pose a danger to himself/herself and any other person whist flying his/her aircraft.
4. Only SAMAA paid-up members with a SAMAA Solo rating or higher will be allowed to fly without the supervision of an instructor. Instructor is defined in the club constitution and/or the SAMAA codes.
5. Transmitters must be switched off when approaching and entering the Gerotek property.
6. Transmitters must be switched off and kept in the pound area at the frequency board when not in use.
7. Both the peg/card-on and peg-off frequency system is in use: Put your ID and SAMAA card on the board and take the corresponding board-peg off and attach to your radio.
8. No unidentified pegs or cards will be allowed on the frequency board.
9. Return the peg to the frequency board after flying. Do not hog the frequency!
10. No motor or engine may be started or run in the pits area. Repeated transgressors will be grounded after a warning from the duty Safety Officer.
11. No aircraft may be taxied into or out of the pits area. No aircraft may be taxied under own power in the car parking areas or on the Gerotek Paardefontein private roads.
12. No take offs may be done from the pits, taxiway or run-up areas.
13. A maximum of 6 aircraft are simultaneously allowed in the air. This excludes helicopters, funfly planes and foamies on the non active section of runway outside the circuit.



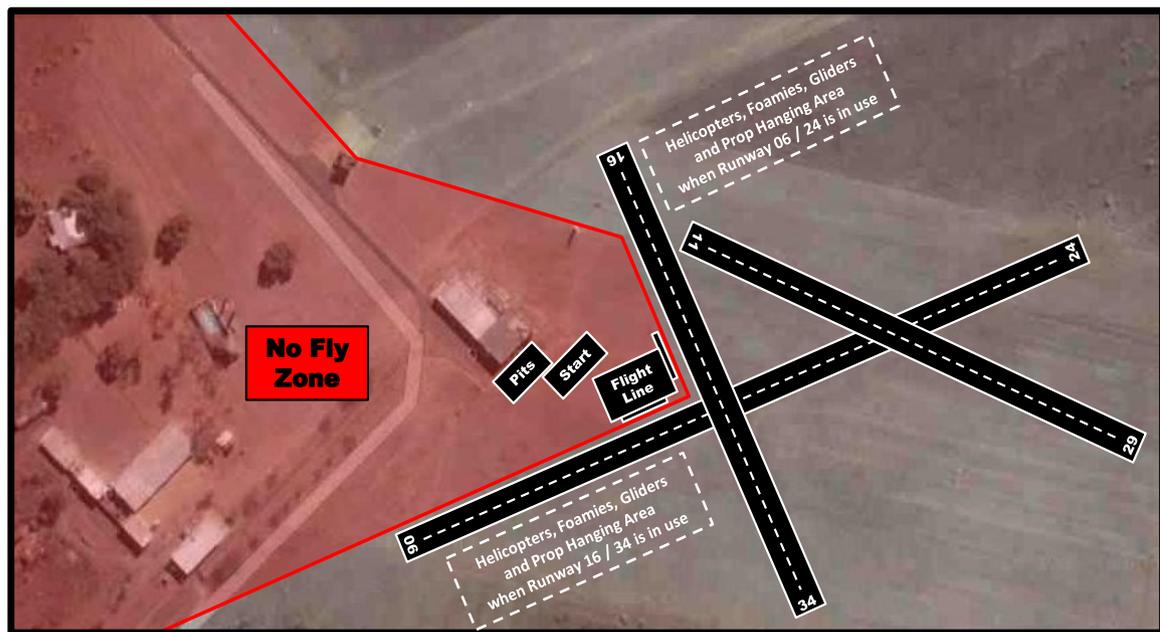
14. All pilots must stand on the flight line whilst flying their aircraft. The flight line is a straight line 3-5 meters away from the runway on the pits' side of the active runway and equidistant from the thresholds of the active runway. Stand in a parallel line to the runway with about 3m spacing between transmitters.
15. Helicopter flying will take place on and beyond the section of the non-active runway behind the active runway and flight line. This means that Helicopters will alternate between two flying sites: One North of the pits and one South of the pits.
16. Runway in use may only be changed after liaison with all the pilots on the flight line and all the helicopter pilots on the non-active runway behind the flight line. Ask your duty Safety Officer to assist.
17. Small-area "fun-fly" aeroplanes and slow flying "foamy" aircraft may operate in the same areas as helicopters after liaison and co-ordination with the helicopter pilots and the pilots on the flight line.
18. No downwind take offs are allowed.
19. With the exception of dead stick landings, no downwind landings are allowed.
20. If you are the first take off; then choose the runway direction with the smallest angle to the eye of the wind direction. Use the windsock as reference.
21. If you are not the first take off, then fall in with the runway direction in use.
22. The runway in use always has a resultant and related circuit pattern that must be used for approaches and departures when one or more other aircraft are airborne.
23. Compulsory calls:
  - "Take off"
  - "Landing"
  - "Dead stick"
  - "Low pass"
  - "Recovery"
  - "Touch and go"
  - "Glider joining"
  - "Glider Landing"



24. Order of priority of calls:
  - 1) "Dead stick" top priority over
  - 2) "Glider Landing" priority over
  - 3) "Landing" priority over
  - 4) "Recovery" priority over
  - 5) "Glider joining"
  - 6) "Take off"
  - 7) "Touch and go"
  - 8) "Low pass"
25. No aerobatic or 3D manoeuvres may be performed directly over the runway or over the extended centrelines of the active runway in both directions when other aircraft are in the air or taking to the air.
26. Adjust engines in the run-up area. Do not adjust engines on the taxi way, runway, flight line or directly behind the flight line.
27. Vacate the runway in a considerate and quick way after takeoff, landing and recovery.
28. A mid-air collision is not a coincidence or bad luck! Look out for each other. Communicate intentions clearly with all other pilots and practise situational awareness of the total air space.
- 28.1 Pilots involved in mid-air collisions are accountable for their own damages and will cover their own damages unless concrete, undisputable evidence can be produced that clearly points out a guilty party. Only then will the Warthog RF club's disciplinary committee intervene and make a ruling about damages incurred.
29. Low passes must be called with special awareness of other planes and pilots on the flying areas or pilots recovering planes from the runways/flying areas.
- 29.1 No passes, high or low, may be done in the opposite direction (downwind) over the active runway or across the active runway when one or more other aircraft are airborne.
30. The following "NO Fly Zones" must be adhered to by all aircraft types:
  - a. No flying over any building
  - b. No flying over any antenna's erected for testing
  - c. See attached diagram of no-fly zones:



# WARTHOG RADIO FLYERS



- 31 Maiden flights, Student solo testing and any proficiency testing will have priority and only that pilot is allowed on the flight line for the duration of that specific flight.
  - 31.1 The owner, of the aircraft that are flown for the first time, remains responsible for the safety and airworthiness of the aircraft. Maiden flights must be announced to all pilots present. Extreme caution must be exercised by all present during the maiden flight.
32. Gliders must use the active runway, active circuit and circuit direction to launch, take off and depart to thermals and orbiting air space.
33. Gliders must approach and join the active circuit and follow the circuit direction for landing close to or on the active runway.
34. Glider towing takeoffs on the active runway does not have priority over other takeoffs and must be properly co-ordinated with the pilots on the flight line. Hold all aerial towing pilots, assistants, aircraft and equipment 10m short of the active runway during pre-takeoff preparations and waiting for a take off slot.



35. Glider towing takeoffs on a non-active runway must be properly co-ordinated with the pilots on the flight line and helicopter, foamies and funfly pilots on the non-active runways.
36. Tow ropes may not be dropped or left on or across the runways. Drop tow ropes parallel to the active runway at least 5 meters away.
37. Due to the silent nature of gliders, glider pilots must exercise caution when joining the circuit and communicate his/her intentions clearly. Glider pilots must be positioned on the flight line after taking off or launching and it is recommended that a 2nd person accompany the glider pilot to act as a spotter.
38. Approach a Safety Officer to clarify any of the club rules that are unclear to you.
39. Approach a Safety Officer for any flying assistance (not training) or special arrangements.