



## **Krugersdorp Flying Club Information Guide & Rule Book**

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### **1. Introduction:**

Congratulations and welcome! The airfield was founded in the early sixties by Jack Taylor who landed his Piper Tripacer ZS-CEX at Krugersdorp. He was a Krugersdorp resident and businessman and needed to commute from Krugersdorp where there was no airfield at the time. The Flying Club was formed in the late sixties as a result of more pilots and aircraft wanting a base at Krugersdorp.

Over the years the Club has grown significantly and we now have around 200 members including student members from the Flying Schools.

As will become obvious the Jack Taylor Airfield lends itself toward a grass roots type of field but this does not detract from the fact that the aerodrome can become very busy.

Many different types of aircraft operate from the field and the field is also sandwiched below the Lanseria TMA. As a result, certain rules and regulations have come into effect over the years. These are to ensure that all members, their passengers and visiting aircraft can enjoy the safe pursuit of their hobby or business flying as the case may be.

## 2. Club Structure & Management

In terms of the Civil Aviation Regulations (CAR's) the Jack Taylor Airfield is a licensed airfield and the Krugersdorp Flying Club is the "**Operator**". The CAA renews the license annually following an inspection. The airfield must comply with the onerous requirements of the relevant parts (as determined by the CAA) of CAR Part 139, as well as the required parts of the ICAO Annex 14. It is the Club's responsibility to ensure such compliance to the extent that the CAA requires it to maintain the validity of the License. In this capacity it is the "Operator" in terms of the Act and a complete Operator's Manual is maintained. Included are such issues as the emergency plan, fire fighting and the like.

In order to properly discharge these duties the Club is managed on a voluntary (unpaid) basis by a Committee of nine elected members. Each Committee member is elected for a period of three years. At the Annual General Meeting, one third of Committee members retire and the Club membership elects new members (retiring members are eligible for re-election). In this way management continuity is ensured but the opportunity for new ideas and enthusiasm to infuse the Committee is also ensured.

The Committee is tasked with the managing and the running of the Flying Club as prescribed in the Club's Constitution which forms part of the lease agreement with the Mogale City Council. This provides the framework and guidelines according to which the committee administers the Club and it's affairs. In this capacity, the Club is the "**Lessee**" of the Airfield.

The airfield ground is leased from the Mogale City Council in terms of a lease agreement. (It should be noted that certain parties dispute the validity of the Lease and the Mogale City Local Council has been extremely uncooperative in this regard.)

It will be clear from the above that the Club, via the Committee, wears three hats:

- (a) It is the Airfield Licensee ("Operator") in terms of the Aviation Act,
- (b) It is the "Lessee" of the Airfield from the Mogale City Local Council and
- (c) It is the body which facilitates social/safety and other aspects important to its members.

### Monthly Meetings of Members

The Club holds monthly meetings of Members at the Clubhouse at 19:30 on the second Wednesday of each month excluding December. Every 3rd meeting is a "Report Back Meeting" where the Committee gives the members an update of Club affairs. The other meetings are "Flying Topic" meetings where a speaker will present a topic of interest to pilots. All Club members are encouraged to attend. Any items for the Agenda of Monthly Meetings should reach the Secretary no later than 12:00 on the day of the meeting.

## **3. Clubhouse and Licensed Bar facility:**

This facility is for the use and enjoyment of Club members. Guests are welcome but must be accompanied by a member and the member is responsible for their conduct.

The Cash Bar is licensed and managed by a member who is contracted to the Club for her own account. Please support her.

The stock in the bar represents a substantial value and has in the past been subject to theft and abuse. For this reason, the bar is locked during off-peak periods.

Members are encouraged to look after the furniture and other Clubhouse assets.

## **4. Fuel facility:**

The Club owns the fuel facility. The terms and conditions related to dispensing fuel are lengthy and onerous. Safety at this facility is of paramount importance. Some of these requirements are listed below:

- Only trained personnel may do the uplift into aircraft and steel drums.
- No fuel may be decanted into plastic drums.
- No fuel may be sold for use in motor vehicles (NO exceptions).

- No smoking anywhere near the Fuel Installations.
- Refuelling hours are published in the **AIP** and **AIC**(50.1) Currently they are from **08h00B to 17h00B** Tuesday to Saturday and **08h00B to 15h00B** on Sundays and Public Holidays.
- Cash or valid credit cards only. (No Cheques.)
- An air compressor is available for pumping tyres.
- A bell is provided on the left corner of the fuel hut when facing the door to alert and summon the fuel attendant (currently Mr Nelson Muthivhi).
- A refueling fee may be charged from time to time (fees are set annually).
- Mr Nelson Muthivhi, our Fuel Attendant, is a long serving employee of the Club and has been properly trained to dispense fuel. He lives on the airfield.

## 5. Membership:

### 5.1 Types of Membership

Our constitution makes provision for different types of membership. The majority of our members are ordinary members, we also have Honorary Members, Student members, Day members and Ordinary members who own hangars or are the designated representatives of juristic person hangar owners (e.g. Corporate owners). Membership confers many rights and privileges upon club members, but also carries with it certain duties and responsibilities.

### 5.2 Application for Membership

Application forms for Membership may be downloaded from the Club's website at [www.fakr.co.za](http://www.fakr.co.za). Payment must accompany the application form. Proposers should also take note that the Club will be referring back to them should the new Applicant not pay any fees due. Proposers must be present at the Monthly Meeting to introduce the new Applicant.

### 5.3 Privileges of Members in Good Standing:

- You have the use of all Club facilities.
- You have a vote(s) at the Annual General Meeting (AGM).
- You may propose new members for election to the club.
- You are eligible to be proposed for election onto the Committee.
- You may, subject to certain criteria, apply to erect a hangar (See rules pertaining to Hangars).
- You have vehicle access through the use of a unique cellular telephone number and recognition system. (See Safety)
- You are authorised to be on the airside of the field.

- Subject to the provisions of Clause 6 below you are authorised to bring a limited number of guests/visitors onto the airfield.
- You enjoy certain preferential rates.
- You may make suggestions (in writing) to the Committee regarding any airfield matter.

#### **5.4 Duties of Members:**

- As is the case with any person entering upon the airfield, you must abide by the Club's (Operator's) Rules and Regulations including its Fee Structure.
- You must pay fees and other monies you owe the Club on time.
- You must make an effort to attend the AGM and exercise your franchise.
- You must immediately notify the Club secretary when you bring an aircraft that is not resident at Krugersdorp onto the field for a temporary period of time.
- Members are responsible and liable for the conduct and safety of their family members/visitors/ guests on the field. In this regard, members must not allow family members such as unsupervised children to contravene the CAR's.
- Members have a duty to timeously advise the Committee in writing of any change in their contact, aircraft or hangar particulars.
- You must uphold the good standing of the Club and not do anything to compromise it.
- Members have a duty to advise the Committee if they notice any new aircraft being based at the Field, or any non-member moving into a hangar, operating a business or otherwise carrying on unauthorised or suspicious activities on the Airfield.

### **6. General Duties and Responsibilities of ALL Airfield Users:**

- **All persons entering upon the Airfield do so entirely at their own risk and indemnify the Operator against any claims arising as a result of their or their passengers, or their vehicles', or their property's presence on the airfield.**
- **Users must at all times comply with safety, operational rules and conduct as laid down in the (CAR's). All persons entering the Airfield are obliged to heed all notices and any instructions issued by an office bearer (Committee Member or Safety Officer) of the Operator.**
- **Any duly authorised person (eg. a member) who facilitates 3rd party access to the air-side of the Airfield, whether they be passengers,**

**guests, contractors, or other associates expressly undertakes to ensure that the above responsibilities and risks have been pointed out to them and that they are fully conversant with airfield safety. Further that they will be under the supervision of such authorised person at all times.**

## **7. Aircraft Owners:**

- 7.1 Before aircraft owners apply to base their aircraft at the Jack Taylor (Krugersdorp) Airfield they will have to be fully paid up members of the Club.
- 7.2 Should an aircraft have more than one owner, each individual pilot/partner must be a fully paid up Member of the Club. However, should there be part owners that are not in possession of flying licenses, this condition can be waived at the discretion of the Committee.
- 7.3 Should a member purchase or sell or move an aircraft, it is obligatory that the committee be informed in writing if it is to be based at Krugersdorp Airfield or if it will no longer be based at Krugersdorp Airfield.

## **8. Operation of aircraft**

- 8.1 Only aircraft with a MAUW and LCN compliant tyre pressure or a maximum undercarriage width of 8 meters are permitted to operate from the airfield unless prior permission from the Club is granted. The aircraft must comply with the runway LCN per the AIP.
- 8.2 Microlights: Aircraft below a MAUW of 450 kg (microlights) may not be operated or based at the airfield without prior permission having been obtained from the Club. In this regard, only existing members who have a conventional aircraft already based at the Airfield will be considered and the radio equipment in the microlight must be of a high quality and should be functional.
- 8.3 Pilots are to comply with special joining procedures, exercise good airmanship and apply proper RT procedures at all times (Safety).

## **9. Airfield Operational Information: (Ref: SA AIP Part 2. FAKR AD 2.1-1)**

The following information was correct at the last update viz August 2005. It is imperative however that users consult the AIP/AIP Sup/AIC's and Notams for current information and amendments.

<u>Location Indicator</u>	:	FAKR Unmanned Airfield
<u>Reference Point (WGS 84)</u>	:	:S26°:04':53, 9287", E27°:43':32,4438" Located at the windsock/signal area.
<u>Elevation</u>	:	5 485'.
<u>Displaced Threshold</u>	:	RWY 08/26 have displaced thresholds.
<u>RWY</u>	<u>08/26</u> :	9 m wide tar strip
	:	declared length - 843 m
	:	total length of tar - 1124 m
	:	RWY 08 & 26 have displaced THR
	:	THR 08 Elev - 5460'
	:	THR 26 Elev - 5499'
<u>CCT</u>	:	ALT 6300' RH-RWY 26. LH-RWY08. (800' non-standard CCT due FALA TMA at 6500').
<u>Lighting</u>	:	RWY edge lights & THR lights. Not per ICAO.
<u>Night Flying</u>	:	Restricted to Krugersdorp based pilots familiar with the airfield (See AIP).
<u>Night Hazard (Birds)</u>	:	:Before take-off at night it is advisable to backtrack and check the runway for birds (Kiewiets/Pied Plovers).
<u>Night Training</u>	:	Not permitted (per AIP).
<u>Freq</u>	:	122.0 Mhz (unmanned).
<u>Taxiway</u>	:	Aircraft to adhere to taxiways.
<u>Joining procedures</u>	:	All aircraft to join overhead at 6300' from the <u>South</u> .

- : Aircraft approaching from any direction North of extended centerline 08/26 to route to the South clear of CCT either via Tarlton Tank Farm (S26°04.70' E27°38.45') and the Battery Station Silos (S26°06.86' E27°40.98')(West of field) or via Sterkfontein Road (East of field) between the FAKR CCT and FALA CTR.
- : All aircraft to broadcast on 122.0 before reaching 5 nm inbound.
- Fuel : Avgas currently available Monday to Saturday 0800B to 1700B. Sundays & Public Holidays 0800B to 1500B. (Ref latest AIC + AIP).
- Emergency : Emergency services on Tel: 107 or 10111 or (011)357-1147 or (011)357-1058  
: Report accident/crash to Lanseria TWR (011) 659-2753.  
: CAA – Aircraft Accident Investigation Dept: Mr Jan J du Plessis, (011)545-1059 or 083 451 2603. Mr Chris Williams, (011)545-1142 or 083 461 6027.
- Incident : Report to Club Safety Officer.
- Aircraft Parking : Park on tar apron next to hangars or on grass near the windsock.  
: No parking within 50 m of RWY.  
: Parking at own risk.
- Fire Hydrants Plan : Refer Appendix 2.
- General Hazards : 1.Non std joining due FALA TMA.  
2.Wind shear on apchs.  
3.Pools of water on runway after heavy rain.  
4. Birds at night.
- Take off on the cut grass strips (hdgs 35/17 + 34/16) at pilot's discretion and at pilot's risk and is not permitted unless a competent observer in

radio contact with the taking off aircraft can verify that there is no crossing traffic on 08/26 to effect in this regard. (Note: these are NOT licensed runways.)

- When runways 08/26 are in use, landing on the cut grass hdgs 15/33 or 16/34 will be accommodated only when wind conditions make it necessary for tailwheel type aircraft. All such operations at pilot's discretion and risk. Pilots are to refer to CAR 91.6.12.
- Cut grass strips 35/14 and 34/16 are not licensed runways.
- Circuits on cut grass strips 15/33 and 34/16 will not be permitted when the circuit 08/26 is active.
- A radio check on 122.0 Mhz is required prior to taxiing to the holding position of a runway.
- Unauthorised aerobatics are not permitted at FAKR - Ref CAR 91.7.29.

## 10. Hangar Owners

Hangar "Owners" (as defined in the Constitution) are eligible for two votes at an Annual General or Special General Meeting on matters specifically pertaining to hangars.

- 10.1 Before anyone intends erecting or buying a hangar at Krugersdorp Airfield, such person must be a fully paid-up Member of the Club, and approval must be granted by the Krugersdorp Flying Club Committee. Ownership of a hangar for extended periods without the owner of the hangar owning a Krugersdorp based aircraft is not encouraged.
- 10.2 \*Prospective new hangar builders must have been Club Members for three years. Application for permission to build a hangar must be applied for in writing and will be considered by the Committee of the Krugersdorp Flying Club. The Application should contain a good quality draft plan giving overall layout dimensions and the preferred location. A site plan with vacant hangar sites is available from the Committee. *\*See flowchart available on the website. \*This rule may be waived subject to a fee.*
- 10.3 Once considered, complete plans for the erection of the hangar must be submitted to the Krugersdorp Flying Club for approval, and be

duly stamped by the Club before they are submitted to the Mogale City Council for approval.

- 10.4 Before the Club approves and stamps the plans, a standard airfield usage agreement must be signed. A copy of the agreement is available on the website.
- 10.5 "Hangar owner" (as defined in the Constitution) is responsible for ensuring that contractors who enter the airfield for the purpose of construction work are made aware of the safety requirements pertaining to Air Safety. The Hangar Owner remains liable in the event of an incident. (see paragraph 6 hereof). A refundable "Pavement Deposit" fee is applicable to members constructing hangars.
- 10.6 Only new materials will be permitted for roofing and cladding. The general appearance and construction of the hangar must conform to an acceptable standard commensurate with the airfield.
- 10.7 Hangar owners are responsible for the provision of and payment for electricity and water to their hangars. This is a matter between the Mogale City Local Council and the Hangar Owner. No fire hydrants may be used for obtaining water.  
A plan of the services reticulation is required by the Club.
- 10.8 Hangar owners are responsible for the upkeep and maintenance of their hangars, this includes a three-meter zone surrounding the hangar. It also includes the mandatory annual servicing of required fire extinguishers in their hangars.
- 10.9 Hangar owners are solely responsible for the security of their hangar and its contents. In this regard you are encouraged to install motion sensors and outside lights and an alarm with a flashing red light connected.
- 10.10 Hangar owners are responsible for ensuring that an Occupancy Certificate is obtained from the Mogale City Local Council prior to occupation.
- 10.11 The Krugersdorp Flying Club levies various fees which are payable by airfield users. The fee structure is determined from time to time and ratified at the Club AGM. Fees in respect of hangars, aircraft, airfield usage, business fee and similar may be levied. Hangar owners are

required to pay applicable fees. Any hangar owner who rents out a hangar will be charged a Business Fee in respect of that hangar.

- 10.12 Hangar owners shall, if required, provide and maintain paved access to their hangar site from access ways.
- 10.13 A Club Office Bearer, including the Safety Officer and/or any official of Mogale City Local Council, shall be provided access to the hangars by owners at reasonable times by prior appointment, to carry out inspections including inspections of fire equipment.
- 10.14 Hangar owners are encouraged to ensure that their structures are bird proofed and that infestation by birds is prevented.
- 10.15 It shall be considered a requirement that, in the case of a member intending to offer his hangar for sale, such hangar availability shall be advertised in writing on the club notice board and/or announced at the monthly meeting, for the Club or existing members to be afforded the opportunity of purchase. In all instances, the Club reserves the right of first refusal. (A hangar transfer fee is payable to the Club - see published fee structure.)
- 10.16 Members who are sharing hangars (such as T-hangars) should maintain security at all times to prevent access to other hangars.
- 10.17 The Club does not guarantee safe taxiway access to any hangar and such shall be the responsibility of the hangar owner.

## **11. Security:**

Each user of the airfield is at all times responsible for the security of his/her own property on the airfield, whether movable or immovable. The Club gives no warrantee or undertaking regarding security.

## 12. Safety:

It is expected of every pilot operating at Krugersdorp to do so in a responsible and sensible manner. At all times a high standard of airmanship must prevail with due consideration for fellow airmen. **COWBOYS ARE NOT WELCOME!!**

Behaviour or operation of aircraft on the ground or in the air contrary to the Civil Aviation Regulations or any part thereof will not be tolerated. Any display of blatantly poor airmanship or disregard for the safety of others will precipitate disciplinary action.

Repeated and/or extreme infringements will result in the loss of the privilege to fly at this airfield with the backing of the CAA.

Since this relatively busy airfield is unmanned, one of the foremost safety concerns is the probability of midair or other collision. Therefore it is essential that pilots use standard radio procedures, clearly and accurately stating their position. A reminder that nothing substitutes a good lookout!! With this in mind it is standard procedure to request a "radio check" from other aircraft prior to taxiing to the holding position of a runway – **no radio – no fly!**

Remember flight safety is a pyramid that stands on three legs i.e. skill, technical knowledge and good judgement. If any of these three legs are weak, the pyramid will topple! If in doubt speak to your flight instructor and/or safety officer – no question is a stupid question – it is not what you know that will hurt you, but what you don't know.

Ground based radio stations may not be operated for the purpose of traffic advisory information unless under the supervision of a qualified Instructor or other person as approved by the Committee.

Please become familiar with the provisions of CAR 139 and 185 and comply fully.

## 13. Some Don't's:

The CAR's are specific and prohibit certain unauthorised activities on the Airfield. The following are some unauthorised activities which have in the past caused problems.

- (a) The unsupervised riding of motorcycles and quad bikes on the Airfield by minors, especially the children of members.
- (b) Parachute jumping on the Airfield.
- (c) Flying of model aircraft other than as directed by the Club in compliance with SOP's.
- (d) Unsupervised facilitating of 3rd party vehicular entrance onto the airside of the Airfield.
- (e) Erecting signboards, digging trenches and the like on the Airfield without the Operator's authorisation.
- (f) Aerobatic flying at the Airfield.
- (g) Allow animals to roam around the Airfield.
- (h) Drive vehicles recklessly on the main taxiway.
- (i) Don't drive on the main taxiway at all whilst an aircraft is landing/taking off.

**Last but not least...**

**HAPPY FLYING!**

## Appendix 1

# **FLIGHT SAFETY IS A CULTURE, IT IS A FRAME OF MIND!**

A safe pilot is one who sums up all the factors regarding the operation of an aircraft. He thinks clearly and intelligently. He is quietly confident but not over confident. He is acutely aware that situations can arise before and during flight that can affect the safety of the aircraft. He does not suffer from “it can’t happen to me” syndrome – he is prepared! He is constantly reviewing his emergency procedures, he thinks ahead and anticipates action to be taken – he is situationally aware.

He knows his aircraft’s limitations, performance and systems well – he is always learning – he wants to learn. Equally he knows his own limitations – he does not think its “Macho” to fly – he has no need to show off – he simply does his job as well and safely as he can. He never pushes the outer limits of the envelope. Because he plans ahead he will seldom have to rely on his “superior” skill to compensate for lack of good judgement or technical knowledge. Complacency is a word that does not exist in his vocabulary.

He is constantly alert and identifies unsafe conditions. He understands that it is seldom a single factor that leads up to an accident but a sequence of events – he does not rest on this. He exercises good airmanship at all times – he is courteous and helpful towards fellow airmen, especially lesser qualified and experienced pilots. He understands, knows and applies the rules of the air. He ensures he is up to date with AIC’s, AIP’s, NOTAMS and CAR’s.

He understands and acknowledges present and forecast weather conditions – he respects this and acts accordingly in a sensible fashion – he plans ahead.

A good pilot will report incidences and blatant displays of poor airmanship, he knows that however unpopular he might become, it is his duty.

He is not merely a manipulator of flight controls and systems, he is a manager of flight with safety being his core business.

Because of his approach and attitude towards flying, he might reach an old age upon which he will reflect warmly on his “flying days” to his grandchildren.

## UNSAFE MINDSETS

- Unrealistic Sense of Security - It can't happen to me!
- Macho ego - It's so cool to be a pilot – look how big and macho I am – I'm larger than life – Hell, I'm an ace! Be careful you will mess it up.
- Anti Authority - The CAA/Instructors are all fools.
- Over estimation of own ability - If Bob Hoover can do it so can I. Pilots like Bob Hoover and similar others have been positioned by life and their careers to do what they do – accept it – you will only make an idiot of yourself if you try to emulate the “big names”. It will eventually hurt you.
- General Frame of mind - So what if I don't feel so good – it's only a slight hangover – and boss and family are really mad at me.
- Unprepared - No plan – “we'll see what happens once we are airborne – maybe we'll fly over town or do a roll or two” - LETHAL.
- Show Off - “Hey buddy, we'll meet you over the lake – lets give the boys a formation fly past – adhoc formation!! – adhoc airshow!! = LOOKING FOR TROUBLE.
- Uninformed - Why do I need to know all this nonsense – it's not what you know that will HURT you, it's what you DON'T KNOW!

- Hasty - I'll quickly fly this aircraft to Rand – never be in a rush – you will overlook something – maybe a vital item. Make haste slowly.
- Defensive Behaviour - Takes positive instruction and input personally.
- Unrealistic Self Pride - Who me? Make a mistake? Never!!
- Laziness - Putting important issues off.
- Dishonesty - Does not report events truthfully or not at all – hard landing etc.
- Low Self Esteem - Low life values. Has little value for own life & others.
- Complacent - I have done this 100 times before.

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**Lastly and most importantly –**

**Welcome to the Club,  
and may you enjoy happy and safe flying!**

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## **Appendix 2**

Plan of all fire hydrants on airfield  
(refer airfield map)

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Disclaimer: This is intended as a guideline and does not cover all the detailed regulations per the Aviation Act. It is subject to changes from time to time at the Club's discretion and without prior notice. Members should ensure that they have access to the latest copy, which will be available on the Club's website. Any comments/ suggestions should be in writing addressed to: The Chairman, Krugersdorp Flying Club, P O Box 1080, Krugersdorp, 1740 or e-mail to [kfc@iafrica.com](mailto:kfc@iafrica.com).