

Frog's Hollow Airstrip

Users guide

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Contacts:

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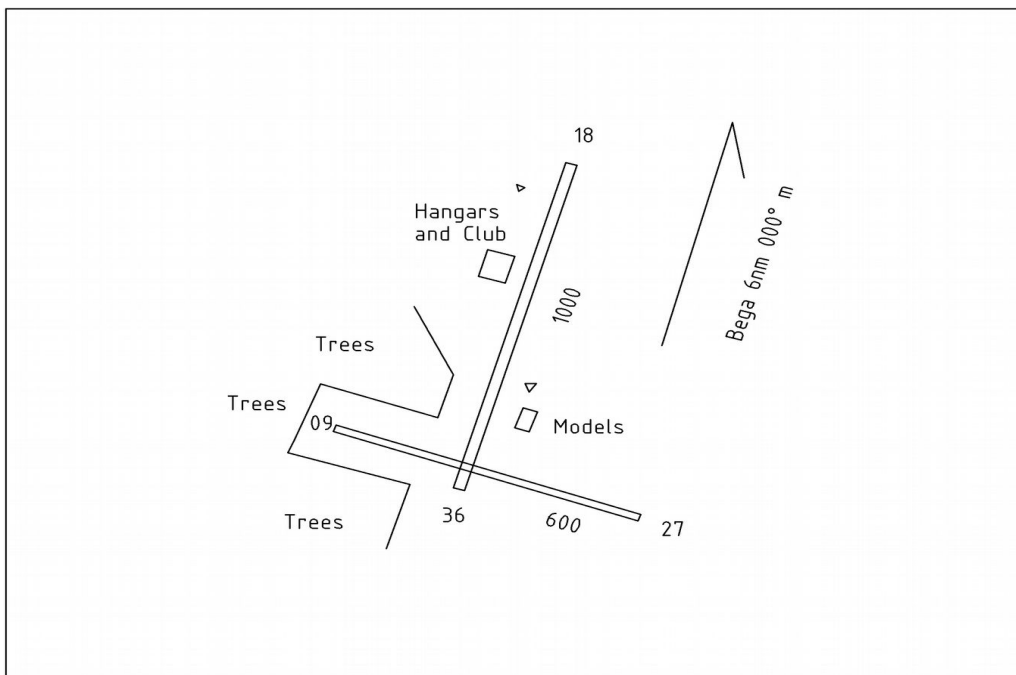
Overview:

Frog's Hollow Airstrip is privately owned by Eric Johnston. The airstrip is used mainly used for recreational flying (RAA and light G.A.), and operates under a “fly neighbourly” policy.

The Frog's Hollow Flyer's club is responsible for overseeing the operation and maintenance of the strip.

Airstrip is strictly PPR, use at own risk

Layout:



Elevation 300 ft

Frog's Hollow consist of a main grass runway (36-18) and a smaller cross strip (09-27) that is only recommended for emergencies and STOL aircraft familiar with the strip.

In line with the “fly neighbourly policy”, there are right-hand circuits on RWY 18,

and no circuits on RWY 09. Simply put, aircraft to remain to the west of the airstrip as much as possible.

Surface is hard with short grass, not susceptible to flooding/mud, but can be covered in cow manure, and not guaranteed mowed

Animal Hazard:

The airstrip occasionally has stock grazing on it, and sometimes kangaroos. Experienced pilots may find that a few missed approaches may clear the runway, however pilots are advised to either have someone meet them on the ground, or keep Merimbula (10nm) as an alternate.

Also be aware that the strip isn't always cleared of cow manure.

Operator:

Frog's Hollow Flyers aeroclub is responsible for the regular operations including collecting landing fees.

The airstrip is privately owned, and decisions by the owner Eric Johnston override the club.

In regards to PPR, permission can be obtained from the owner, or from any current member of Frog's Hollow Flyers who holds a pilot's license.

Radio

Local traffic operates on 126.7

Frog's Hollow is exactly 10nm from Merimbula Ctaf, and is therefore considered 'in the vicinity' for radio purposes.

However, since the airstrip is partially outside the Ctaf area, it is not uncommon to have U/L aircraft with poor or unreadable radio communication. Maintain positive lookout.

Model Aeroclub

Frog's Hollow Airstrip is shared by the Frog's Hollow model club.

The model club operates on Sunday and Wednesday mornings.

Aircraft have priority over models and can use the runway as usual, however the following procedures must be observed.

1: No aircraft to use the runway while there are models in the air. When there are models in the air, the model operator will be in a designated area on the side of the runway AND a red beacon near the windsock will be flashing. No aircraft to take-off or land at this time. Aircraft are preferred not to enter the runway, but may taxi to the north for runups if the pilot considers it safe.

2: Radio calls to be made. The model club monitors 126.7 and will vacate the airstrip for incoming aircraft or departing aircraft.

Models can be landed in a short time (normally about 2 minutes) so the runway will normally be clear if a 10nm inbound call is given.

Likewise, if a taxi call is given at the hangars, there will be minimal wait time before entering the runway.

3: No circuits on Sunday and Wednesday morning except special circumstances.

4: Fly friendly. If in doubt, make a radio call to Frog's Hollow Model Club.

Landing Fees:

All aircraft not operated by a member of Frog's Hollow Flyers is subject to a \$5 landing fee. Honesty box on Frog's Hollow Flyers club house.
Club membership is recommended, currently \$35 per year.

Parking:

Because of stock on the airstrip, aircraft must be in a fenced off area to prevent damage.

Limited fenced areas available, parking is best arranged in advance.

Long term parking by agreement with owner.

Facilities:

There are toilet facilities, and tank water is available.

Currently no accommodation is available and no power.

Phone coverage is good.

Taxis can be arranged, or call the club and someone should be able to help out.

Vehicle access:

Vehicle access is via dirt road and a causeway that may not be suitable for 2wd vehicles. Use at own risk.

Gates are occasionally closed on the access road and are to be left as found.

The road crosses RWY 36-18, strict lookout MUST be observed.

Video surveillance operates on the premises.

Local tips RWY 36-18:

Favourable direction is RWY 36 because of less slope, better surface.

Trees at South end of RWY can cause turbulence on approach.

Cars approaching the clubhouse are clearly visible, remember that aircraft are hard to spot and be prepared for a go-round even if cars have stopped to look.

Fly Neighbourly and avoid flying over houses in the circuit.

Right hand circuits on RWY 18.

Ultralight aircraft may carry out 500ft circuits.

Radio tower near Bega is on RWY 36 extended centreline.

Local tips for RWY 09-27:

Avoid unless necessary.

Used only by STOL aircraft and for emergencies such as excessive cross winds.

RWY not always maintained to the same standard as 36-18, surface may not be suitable for all aircraft.

Aircraft departing on 36 often use 09 as a run-up bay and won't call when entering and crossing. Assume every aircraft backtracking 36 will enter 09-27.

Avoid circuits on 09 for noise reasons

There are high trees on the west end of RWY. Go-round on 27 may not be possible.

Other notes:

Be aware of helicopters operating from the Bega Hospital.

Aero Club

Frog's Hollow Flyers is based at Frog's Hollow and meets on Saturday mornings for flying and Sunday afternoons from 13:30 for cake and coffee. Fly-ins welcome. The club has a policy of no alcohol to be consumed on the premises until all aircraft are put away.

Regular users are asked to be members to cover insurance and maintenance of the strip.

The club also hosts an annual Christmas BBQ fly-in, and other events.

Membership is available for non-flyers as well as pilots.