



OCTOBER 2016

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Indoor Flying

Has the weather been keeping you from flying? There is a solution close to home. Many SLRCFA members have been flying Friday nights 6-9pm indoors at the Central Baptist Church in Eureka, MO. All are welcome to fly for \$5 a night, but must be a current AMA member (SLRCFA membership not required). It's a great way to brush up on your flying skills, not weather dependent, and Fun!!

Contact: Ron Lawson 636-677-1247 for details

PILOT STATIONS

Many SLRCFA members have requested clarification regarding the rules pertaining to pilot's stations.

Excerpt from the Operating Procedures:

"All pilots must fly from one of the 6 designated pilot stations for the given traffic pattern that is dictated by wind direction. The established pattern must be followed. Takeoffs and landings will all be in the same direction unless the wind changes and all pilots agree to reverse the pattern"

Excerpt from the Field Rules:

"7. Takeoffs and Landings are permitted on the paved or grass runways only. Taxiing out onto the runways is permitted, provided it is past the white lines at either end or center of the taxiway. **Pilots must stand at a pilot station when flying.**"

ALL pilots must fly from a pilot's station. **It is advised that if another pilot is already flying from a pilot's station that you fly from the station nearest to them to improve communications.**

If a member is handicapped and wishes to fly from the handicapped flight station, they should notify the other pilots that they are going to fly from the Handicapped flight station.

Call out your intentions or difficulties to others that are flying. Some examples are: "Taking off", "Coming in/Landing", "Touch and go", "On the field", "Off the field", "Dead stick" or "Lost control".

SLRCFA Visitors

Have you been out at the field and had a visitor ask you about the Club? Sure we all have had this happen. SLRCFA now has a New Flyer holder located under the pavilion near the Electrical Panel. This container is filled with upcoming event flyers and club brochures, flyers, and Business Cards. Please utilize this to give our guests information about our club.

facebook

SLRCFA has an ACTIVE facebook page managed by Jonathon Hendrickson, Marshall Henley, and Geoff Biderman. Happenings at SLRCFA's page are constantly being updated with up to the minute news and even LIVE streaming video. Don't miss out on what is happening at the field. Be sure to check out our [facebook page](#) and "like" it if you are a facebook user.

NOMINATIONS

Nominations are officially open for the 2017 SLRCFA board of directors. To be eligible to serve as a director you must have been an "open" member for at least one year by the date of the election. Directors serve a term of ONE year. We are also accepting nominations for two officer positions, Vice President and Treasurer. To be eligible to serve in an officer you must have served on the board of directors for at least one year or be an "open" member with a $\frac{3}{4}$ majority vote of acceptance by the current board of directors. Officers serve a term of TWO years.

Nominations will be closed at 12am December 1st.

Elections will be held at the December 15th Club Meeting.

Current Nominations Include:

Vice President: Marshall Henley

Treasurer: Dennis Chivetta

Directors (8 needed): Jim Beerman, Geoff Biderman, John K. DeLuca, Barry Klussman, Allen Main, Mark Stellern, Mike Stellern, and Doug Thompson

Please make nominations in our members only Forum: <https://slrcfa.wildapricot.org/page-18139/4304638>

Pilot Communication



Many of us could use a little refresher on runway communications and protocol. This system keeps our pilots and aircraft safe and prioritizes runway use.

Runway Communications are verbal announcements required to be used between you and any other pilots anytime you or your aircraft enters the runway area (grass or paved).

- **"Coming out"** as you prepare to place your aircraft on the runway or taxiing to the runway.
- **"Taking Off" aircraft is on the runway and ready for takeoff roll.**
- **"Setting up to land"** as you begin your downwind leg gives others time to clear the area for you.
- **"Landing"** as you are on final approach.
- **"On the runway"** if your aircraft stops dead on the runway.
- **"Off on the far side"** if your aircraft veers off on the side away from the pilots' stations
- **"Crossing the runway"** Anytime you have to cross the runway (in either direction).
- **"Runway clear"** after you have retrieved your errant aircraft, or if it has been taxied off the runway on the pit side.
- **"Dead stick"** when your engine dies while in the air. Other pilots will pass this announcement down the line as it is a signal for everyone to immediately clear the runway.
- **"Touch and go" or "Slow fly-by"** (note that high speed low passes and acrobatics over the runway when other pilots are at stations are forbidden-these may only be performed out past the runway over the grass).
- **"Low Pass"** is a high or low speed pass a low altitude over the border between the asphalt and grass runways.
- **Aircraft down.....** "(followed by the general area).
- **"Don't have it"** The pilot will announce that he has a problem as soon as possible, other observers may be able to get a fix on the plane if it goes down. If you do get a fix, such as a certain tree, etc., do not move. Call for another person to stand beside you and show them the point you fixed on. Even turning around and back can lose the fix.

Most SLRCFA members are fluent in runway communication, but new members and guest may need a little help.

Runway Protocol/Priorities allow multiple aircraft operating in close airspace to land and/or maneuver on or over the runway in an orderly and safe manor. This list below is in order of priority.

1. Declared **“dead stick” landing** has priority over all other flight activities. The runway must be cleared for him. If more than one happens at the same time, generally, the first declared has the right-of-way, or he may yield to a lower other aircraft at his discretion.
2. Declared **“equipment problem”** and needing to land ASAP.
3. Declared normal **“landing.”**
4. Declared **“touch and go.”**
5. Declared **“take off.”**
6. Declared **“slow fly-by.”**

High speed low-passes over the paved runway are **never allowed** and **must be performed past the far edge of the paved runway.**

Hovering over the paved or grass runway is **NEVER allowed** while there is an **established pattern.** If there is no established pattern or you are the only pilot flying, **you may hover no closer to the pilot’s stations than the paved runway center line.** However, if you are the only pilot flying and all other pilots present approve, you may move from the pilot’s station to get closer to your aircraft.

If more than one pilot is flying, **the established pattern must be followed. Takeoffs and landings will be all in the same direction** unless the wind

changes and all pilots agree to reverse the pattern.



SLRCFA Dues Increase

SLRCFA Annual Dues will necessarily increase for 2017; the exact amount is unknown and will be determined at our November Board Meeting.

Three years ago the board of directors voted to increase the dues by \$10 each year for the following 3 years (from \$150-\$180 yearly dues). It was proposed at that same time to increase the dues to match the inflation since the last time the dues were increase which would have been \$226 a year. Instead, the incremental increase was accepted after the yearly budget was trimmed. This is when the bi-weekly trash service was suspended, Johnny on the spot servicing was reduced, field improvement spending reduced, and donations to charities were reduced.

Several years before this increase in dues went into effect, we were able to deposit a surplus of revenue into our savings account after all of the yearly expenses were paid. Expenses increased and 5 years ago we were just breaking even. Our livelihood as a club depended on a good fly in or we were dipping into the savings account. As the incremental increases in dues went into effect, expenses continued to rise and our yearly operating budget was still dependent on revenue generated at events, never a stable source of income. Then in late December of last year we were hit with astronomical increases in our property taxes (400%) last year. Our yearly taxes went from \$1000 to \$4000 a year, forcing us to dip into our savings account to pay the taxes. The Board of Directors scrambled to adjust the yearly operating expense budget to absorb this \$3000 increase

in taxes. More cuts were made, the already slashed field improvement budget was cut again, the President's Discretionary fund was eliminated, the Club Meeting refreshments were eliminated (now operates off of donations only). Several other smaller line items were also eliminated. Then we were hit by the FLOOD!!! Several thousands of dollars of repairs were needed, but that is what a savings account is for...right. Disasters are acceptable use of savings funds, but yearly operation of the club is not. We have found our club in a budget shortfall year after year and have been hit with increasing expenses. At the current rate, we only have approximately 2-3 years left before the savings account is COMPLETELY DEPLETED!

Budget reductions can no longer be made; we are at the bare bones budget right now with one exception.

There is only one more line item that can be reduced to help out our budgetary shortfall, MOWING. We currently spend \$200 for every mowing at SLRCFA. It is the best deal we have found; there is no cheaper way to cut the grass except to mow it ourselves. It currently takes (2) 80 inch zero turn mowers 4 hours to mow our field. If we were to use our equipment it would likely take our 2 mowers 5-6 hours. We could save money by mowing ourselves, but this opens up maintenance and insurance costs. It also taxes our membership by having to dedicate 48+ man hours a month mowing instead of enjoying our great field and flying. \$200 is a small price to pay to mow 11 acres.

Dues either have to increase or we have to mow, there is no other apparent way to sustain the club.

"Personally I would rather see the dues increase and not have our members mowing. For one reason, those who consistently donate their time and money have growing resentment for those who do not and this destabilizes the club. We also do not have the proper equipment to mow the acreage we maintain. We have one old mower that is on

its last leg and only one decent mower. We would have more upfront expense to start mowing the field.

Our yearly operating expenses currently exceed our yearly income from dues. We are dependent on revenue from flying events to operate. Our yearly dues income should cover all of our operating expenses plus 10-25% and our flying events should be used for funding special projects or building our savings account for unknown future expenses.

Our dues need to increase."

SLRCFA President,
Jonathon Hendrickson

If you have suggestions or comments, please make them in the Members Only forums listed on our website.

<https://slrcfa.wildapricot.org/page-18139/4304737>



- October 16th Toys for Tots/Chili Fly 10am-2pm @ SLRCFA
- November 2nd, 7:30pm SLRCFA Board Meeting @ Saint Louis County Library Eureka Hills Branch 156 Eureka Towne CTR, Eureka Mo 63025
- December 1st, 7:30pm SLRCFA Board Meeting @ Saint Louis County Library Eureka Hills Branch 156 Eureka Towne CTR, Eureka Mo 63025
- December 15th, 7pm SLRCFA Club Meeting & Christmas Party



GENERAL INFORMATION

2016 Board of Directors

Jonathon Hendrickson, President, Newsletter Editor	815.222.5790
Marshall Henley, Vice President, Webmaster	314.378.8663
Shane Eisenbach, Secretary	314.226.4231
Dennis Chivetta, Treasurer	636.391.8071
Jim Beerman, Director	636.390.4461
Geoff Biderman, Director	314.221.5985
John K. DeLuca, Director	636.394.1581
Barry Klussman, Director	636.390.3744
Allen Main, Director	636.913.0837
Mark Stellern, Director	636.458.4874
Mike Stellern, Director	636.458.0006
Doug Thompson, Director	636.391.7950

Club Information

The *Rotate* newsletter is a monthly publication of the St. Louis Radio Control Flying Association. Monthly General meetings are held on the third Thursday of the month at 7:30 p.m. at the club field in warm weather. The Club's private field is located at 788 Augustine Road, Eureka, Missouri. Guest/members are welcome to attend the Board meeting the 1st Wednesday or Thursday of the month. See "Upcoming Events" in *Rotate* for Dates, Times, and Location.

Flying Instructors List

Jonathon Hendrickson	815.222.5790
Dennis Chivetta	636.391.8071
Mark Stellern	636.458.4874
Mike Stellern	636.458.0006
Doug Thompson	636.391.7950

2016 Membership Dues

Annual Dues (includes children under 18 years old)	\$170
Associate Member (over 75 miles away and Exclusions)	\$70
Family Dues (includes member + spouse & children under 21 years old or full-time students until 23 years old)	\$210
Junior Dues (17 years old or younger)	Free
Handicapped Dues	\$65
Seniors Dues (65 years old and older)	\$145

Join or Renew Online @ www.slrcfa.com or by Mail.
Make checks payable to **SLRCFA**. Mail to Dennis Chivetta, Treasurer St. Louis RC Flying Association, 187 Brightfield Drive, Ballwin, Missouri 63011. Any questions call 636.391.8071.

SLRCFA MEMBERS SUPPORT THOSE WHO SUPPORT YOU

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