



# ROTATE

The Official Monthly Publication of St. Louis Radio Control Flying Association

## MARCH 2017

### Official **SLRCFA** *Pilot Communication*

The SLRCFA Board of Directors unanimously passed this document listed below in order to improve awareness, safety, and communication while flying. This document not only includes the recommended callouts, but also includes runway priorities and protocols.

Pilot Communications (callouts) are verbal announcements that are required to be used between you and other pilots anytime you or your aircraft enters the runway operations area (grass or paved runways and taxiways beyond the white lines). All Communications must be acknowledged by all pilots before proceeding with your intentions. Fly as close as practical to the other pilots already flying to improve communication.

Use the following Pilot Communications, and make sure you get confirmation from 100% of all other pilots in the air before proceeding, unless you need to land for safety's sake:

- **"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"** or **"In the grass"** 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. An aircraft has crashed.
- **"Don't have it"** A loss of control. 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.



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 **“takeoff”**
6. Declared **“slow fly-by”** or **“Low Pass”**

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

Per the FIELD RULES, the established flight pattern must be maintained. 3D maneuvers over-the-runway (like hovering and “Harriering”) by definition, breaks the pattern, and therefore is allowed only if all pilots in the air have acknowledged and allowed you to do so. These Maneuvers may not be performed any closer than the paved runway center line. If you are alone hovering, you may exit the PILOT ZONE to get closer to your aircraft. See the Field Rules for specific rules governing establishment of a pattern, changing a pattern, and when hovering is allowed. Hovering or “Harriering” beyond a line established 30 feet away from the far side of the runway is allowed at all times.

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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



By Marshall L. Henley

In September 2016, I crunched my first 100cc plane, which I had purchased the previous year at Joe Nall, a 3D Hobby Shop 108” Extra 330LT, yellow and black. I had been practicing low hovering and then powering out and flipping it over with down elevator to an inverted harrier and then back to hover, a maneuver I always thought looked pretty cool when the 3D guys do it.

This flight, I forgot to fill up the gas, and as I flipped it over, and then throttled back up – that was it. As soon as it died, the 330LT pendulumed straight down; I had about 30 feet of altitude because of the power-out after hover. That was only enough to rotate the plane back to about 30 degrees with very little forward airspeed.

## THE CARNAGE

Needless to say, something broke. Unfortunately, it was the entire fuselage. Fortunately, all other damage (wings, tail, gear, motor box) was minimal.

So, the guys there who had rebuilt big planes, like Kerry Eisenbach and Mark and Mike Stellern, started saying they thought it was fixable. I rolled my eyes mentally, thinking they were probably just trying to cheer me up... a little too much, because it seemed crazy. The plane looked awful.

However, the more they talked, the more I started to see their point. The motor looked OK. No crank shaft bend. The muffler stingers were broken, but that’s nothing that can’t be fixed or replaced. The fuselage wreckage was isolated primarily to an area starting in front of the wing tube and stopping at the back of the canopy area. I became a believer... it could be fixed!

## AN OFF-PUTTING MESS

Like the Beatles song, I get by in RC modeling with a little help from my friends. I wasn't very motivated to work on the problem, so Mark Stellern invited me to come over to his house and to bring my plane. He'd invite Mike Stellern over, who is also a great builder, and we'd get a start on things.



However, when I got there and we pulled the plane from my trailer, it looked a little worse than I remembered at the field. During the attempt to transport it, the fuselage had finally given up the ghost and cracked completely in half. I had save almost all the pieces, but things were daunting. Mike's eyes got pretty big. If Mike was worried, I was worried.



Once in the workshop, Mike and Mark methodically identified the path forward: the "ladders" structure that makes up the fuselage was really where the damage was. If we could get enough pieces glued back in, we could pull it back into alignment, then I could take it home and beef things up before finishing repairs.

It worked! We had enough pieces, fabricating a few, to get it back to a self-sustaining ladder structure, with good

alignment. I say "we" – but I was mostly watching the masters.



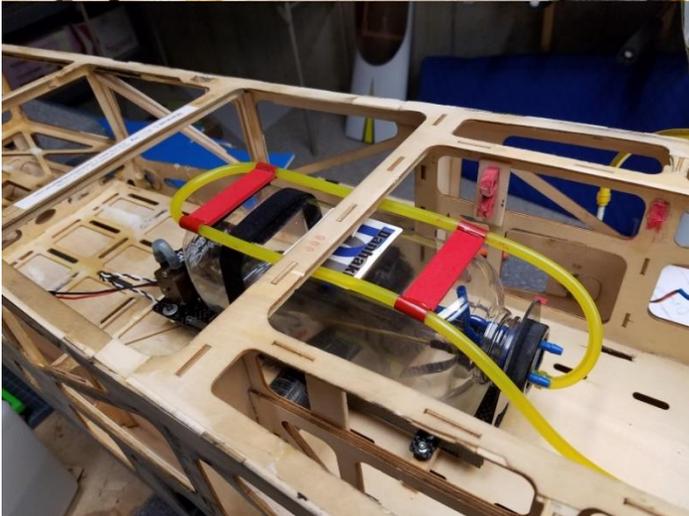
By the time we were done, I still had a lot of work to do on my own once I got it back home. With the holidays, a lot of business, and not feeling really confident, I found myself putting off the repairs (again). When I would see Mark & Mike, I was sheepish about my progress... "Zip, Nada, Nil" is a rotten answer to "How much progress are you making?" after guys spent four hours on a week night getting you started.

## BACK AT IT

So, in January 2017, I got back at things, and during the course of the rebuild, decided to make a few improvements:

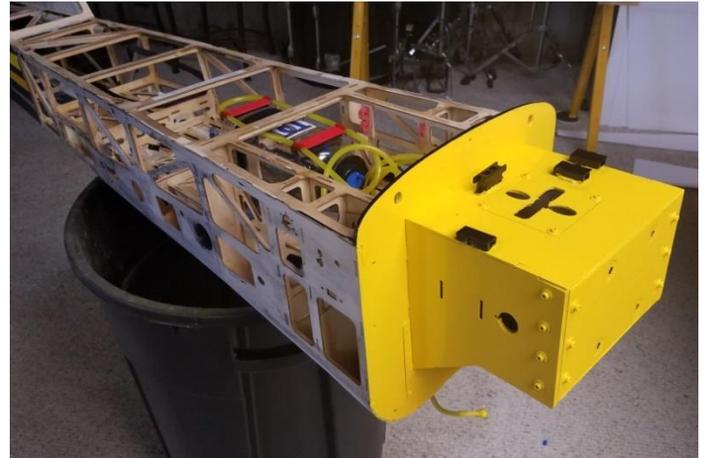
- Install Kurt Seiter's *Holy Smokes* system
- Install the fuel and smoke tanks directly on CG
- Paint the motor box and install aluminum baffling, *ala* Kurt Seiter with a cowl flap to create outflow suction. My engine had ran hot (over 300 degrees) on harriers.
- Cut out my wheel pants to show off the "bling" wheels, *ala* Kerry Eisenbach.

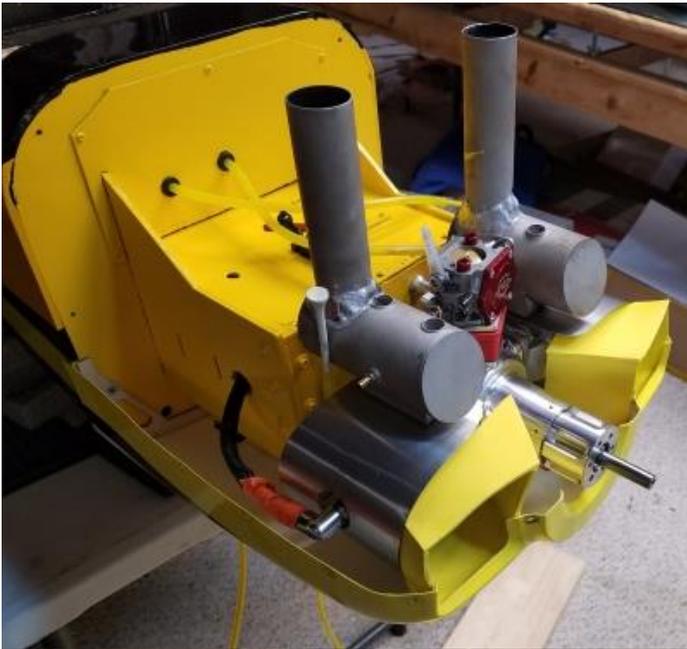




I also wanted to keep things inexpensive, so I paid Valley Park Welding \$70 to weld back my muffler stingers (instead of buying new mufflers). I repaired the cowl, with some damage still evident, if you look closely enough, and added the air flap to create outlet suction.

All in all, was able to complete all repairs for \$150.





## IT'S ALIVE!

On March 28<sup>th</sup>, I re-maidened the 330LT and it flew awesome. Kurt's Holy Smokes system worked flawlessly first time out. The wheel pants looked great with Kerry-style cutouts. The engine temp never got over 150 (using telemetry) on left/rear cylinder!

That's why RC is a "team sport." It's a heck of a lot more fun and productive when we work together. I'm still fiddling with the CG and found a couple of other

adjustments, but I'm back to flying a really nice plane I thought I had lost.



## 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.

## SLRCFA's Documents

Over the last several years, SLRCFA's governing documents have been edited many times. This has left the documents with several holes and discontinuity. The 2017 SLRCFA Board of Directors and its sub committees (Teams) will be tackling an overhaul of these documents throughout the year.

The goal is to streamline all the governing documents while accommodating for the future. First up are the Field Rules and Operating Procedures. These documents will be overhauled before the flying season kicks off.

The updated Field Rules and AMA rules will be prominently posted at the field sometime in April. The SLRCFA Board of Directors has formed a Constitution team to overhaul our clubs constitution. The team is made up of both board members and club members. We are still looking for a few more volunteers for this team due to the size and complexity of this job. If you would like to join this team please contact Jonathon Hendrickson [slrcfa.rotate@gmail.com](mailto:slrcfa.rotate@gmail.com)



## SLRCFA Board Meeting Minutes

SLRCFA's Board meeting Minutes are located in the members only section of our website. To access the minutes, log in then go to the member's only tab and then select the Board Minutes.

While you are there checking out the minutes, take a minute to explore our website and all it has to offer.



- April 2<sup>nd</sup> Columbia R/C Swap Meet
- April 5<sup>th</sup>, 7:30pm SLRCFA Board Meeting @ Saint Louis County Library Eureka Hills Branch 156 Eureka Towne CTR, Eureka Mo 63025
- May 3<sup>rd</sup>, 7:30pm SLRCFA Board Meeting @ Saint Louis County Library Eureka Hills Branch 156 Eureka Towne CTR, Eureka Mo 63025
- May 20<sup>th</sup> Midwest Air Wing, Warbirds and Classics
- June 3<sup>rd</sup>-4<sup>th</sup>, SLRCFA's Giant Scale & Jet Fly In
- June 7<sup>th</sup>, 7:30pm SLRCFA Board Meeting @ Saint Louis County Library Eureka Hills Branch 156 Eureka Towne CTR, Eureka Mo 63025
- June 24<sup>th</sup> Midwest Air Wing All Electric fly-in
- July 15<sup>th</sup> Midwest Air Wing Big Bird Fly-in
- September 30-October 1<sup>st</sup>, SLRCFA SuperFly
- October 7<sup>th</sup> (8<sup>th</sup> rain date) SLRCFA, Warbirds and Civilian Scale
- October (TBD) SLRCFA, Toys For Tots/Chili Fly



## 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
George Biderman, Director	314.821.8554
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

### Club Information

The newsletter, *Rotate* is a monthly publication of the St. Louis Radio Control Flying Association. Monthly General meetings are held on the 3rd 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 1<sup>st</sup> 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

### 2017 Membership Dues

<b>Full Membership</b>	<b>\$195</b>
<b>Prime Membership</b> (Equivalent to FULL membership. Includes additional benefits published on SLRCFA.com)	<b>\$250</b>
<b>Junior Membership</b> (23 years old and under. No voting rights)	<b>\$25</b>
<b>Spouse Membership</b> (Legal spouse of current FULL or PRIME member.)	<b>\$25</b>
<b>Dual Membership</b> (Open to all members of ANY other RC flying club excluding Buder park flying permits. Must not have been a SLRCFA FULL member within the last 2 years. No voting rights. Must present current membership credentials for their primary club before being accepted into SLRCFA.)	<b>\$125</b>
<b>Associate Membership</b> (Primary residence of member is greater than 75 miles from SLRCFA field (road miles). No Voting Rights.)	<b>\$95</b>

SLRCFA membership is capped at 100 members

No More than 20 Dual or Associate members will be accepted into our club without board approval

Join or Renew Online @ [www.slrcfa.com](http://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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Opposite the Gravois post Office

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