



2018 Membership Packet

Approved by Board October 3, 2018

MESSAGE FROM THE PRESIDENT:

SLRCFA is a special place and a special club. It works because we combine our love of flying with...
...a common set of Values – we are friendly, helping, inclusive, communicative, excellent and safe...
...and a common mission: to be ambassadors, enthusiasts, stewards of the club and hobby, creating a unique environment, lasting legacies, mutual help, constant improvement and fun events/activities along the way.

We are inclusive in that we desire all types of folks with all types of aircraft. We are also exclusive as a private club social club where our club culture is important to everyone. Therefore, we use the following valuable practices to maintain our enjoyment, safety and club culture. These membership practices (including rules and operating procedures) are listed below, and it is your privilege and responsibility as a member is to know and follow them.

Thanks for being a part of the Midwest's finest RC club! –Marshall L. Henley, SLRCFA President

RESOURCES & CONTACT INFO:

We post all events on our website at slrcfa.com/events. Make sure you keep your account updated with your latest e-mail (to login) and password. [Facebook.com/slrcfa](https://www.facebook.com/slrcfa) is a great way to stay abreast of up-to-the minute (and even live) activities at the field.

The SLRCFA phone number is 636-429-2884. You can leave a voice mail and we'll get back to you. You can look up individual board members and members contact info including e-mails by going to slrcfa.com, logging in and clicking on the Directory in the Member-Only section. **Board Member contact info is also in the Operating Procedures section of this document.**

SLRCFA MEMBERS ARE VOLUNTEERS

While SLRCFA has a commitment to using professional field care (we don't ask members to mow), we're still a volunteer organization that lives or dies by your donation of time, supplies, dues and occasional financial donations. We are also a donating organization, working with the Eureka Food Pantry and Toys-for-Tots each year.

Some examples of every-day helping: please pitch in on work days, empty the trash into the dumpster when full, turn off lights when not in use, and make sure the gate is always closed and locked when you leave.

We always have a need for:

- **Instructors** for QuickSTART members. Nothing is as satisfying as helping a newbie solo. You don't have to be the world's best pilot to help. See George Biderman.
- **Helpers and Coordinators** at our events (cooking, spotting, Contest Directors, you name it). See Shane Eisenbach.
- **Communications** – social media and webmaster help. See Geoff Biderman.
- **Pics, Video and Articles** – we always need your latest project or pics from events or the field. Do you like to write? Great! You're hired to write our next article for the website. See Marshall Henley.
- **Field Team** – join the Field Team to keep our field beautiful. See Mark & Mike Stellern.



MEMBERSHIP IS A PRIVILEGE; LET'S FOLLOW THE RULES

We keep it fun and safe, so all SLRCFA members need to know and understand the following rules. If you want to see something changed, see the Safety Officer (Allan Main) and have a conversation. If you have a question, grab Allan or another Director. The rules are numbered for reference at meetings. If specific guidance is not provided, then use sound judgement and common sense. SEE FIELD DIAGRAM BELOW AS IT APPLIES TO ALL RULES. By the way, non-flying spectators are always welcome!

Any SLRCFA Member has the authority to enforce the rules below... usually just a simple verbal reminder (after they land the aircraft). However, if a pilot deliberately refuses to comply with a specific rule or flies in a repetitively unsafe manner, any SLRCFA member may file a grievance using the form at the end of this document.

Who can fly?

1. Only active members and guests of the SLRCFA with current Academy of Model Aeronautics (AMA) membership cards may fly. You can bring a guest up to two (2) visits a year, but you must be present with them and they must prove active AMA membership. Only those who follow AMA and SLRCFA rules may fly. Members must have their SLRCFA cards visible while at the field, either affixed to clothing or transmitter. We recommend all pilots to use spotters, however FPV pilots must utilize a spotter. Spotters can be non-members.

What can you fly and when?

2. Any type of AMA-legal aircraft can fly. Only narrow band RC systems are permitted. All pilots must have completed a successful radio equipment ground check before the first flight of a new or repaired model with at least two other SLRCFA members. Perform a ground check for proper surface deflection and direction with each model each day before flying. SLRCFA is a 2.4GHz-preferred flying site. All other FCC-legal frequencies of operation may be used at the pilot's own risk -- use of a frequency pin identifier is recommended.
3. Piston and turbine engines are not permitted to run before **9:30AM** or after **10:00PM**. All piston engines are required to have a muffler. All piston engines (not turbines or electrics) shall not exceed a sound limit level of 96 decibels (measured from 25 feet perpendicular to the aircraft on a hard surface). Propeller driven aircraft should not "rip the prop."

Where should you stand? (see diagrams)

4. Fly from the Pilot Zone created by the flight line bushes (you don't have to be behind an individual bush), unless you are flying a Park Flyer or Rotorcraft: then stand in the Park Flyer or Rotorcraft flying area at the ends of the field. No flying from the center of the runway. Only one Pilot Zone (East or West) may be used at any time. If you are alone and 3D hovering (see rule 10), you may exit the Pilot Zone to get closer to your aircraft, but your aircraft cannot fly past the black line on the diagram. Pilots entering the Pilot Zone should stand as close as practical to the other pilots already flying. **Pilots may fly to the West or East of the Pilot Zone only if they are flying an aircraft deemed to have a pilot-challenging take-off or landing characteristics and have established clear verbal approval from ALL pilots in the air.**
5. The Handicapped Pilot Zone is only to be utilized by individuals requiring mobility assistance (wheelchairs, crutches, canes, walkers). Utilizing a spotter is mandatory in the Handicapped Pilot Zone. However, see next rule...
6. Night Flying is permitted when in accordance with AMA rules. **Whenever the field flood lights are illuminated (after sunset or before sunrise) all pilots must fly from the Handicapped/Night Flying Pilot zone.**

Where should your aircraft operate? (see diagrams)

7. Aircraft with piston engines of displacement larger than 30cc must be started from the concrete starting pads at the East and West ends of the runway, or from flight stands or using personal hold downs in the Large Engine Startup Zones. Piston engines with 30cc or lower displacement may be started from personal hold-downs or flight stands located in the Small Engine Startup Zones. No fueling or starting engines from under the pavilion or in front of the pavilion.
8. Electric Airplanes should remain un-armed until they are beyond the taxi lines or are in one of the Startup Zones.
9. Takeoffs and Landings are permitted on the paved or grass runways only. Taxiing is permitted only past the white lines in the taxiways.
10. 3D must be performed beyond a line 10' from the far side of the runway; 3D maneuvers over the runway are only allowed when you are flying alone or when all other pilots in the air agree to the practice.
11. No flying over the pilot side of the black runway line, pit area, spectators or parking area.
12. No more than six aircraft can fly at one time from the runway flying area (excluding the Park Flyer and Rotorcraft Flying Areas).
13. If you want to fly rotorcraft or park fliers in hover mode, fly them in the designated **Park Flyer and Rotorcraft Zone** on the diagram. They may be flown from the main runway if they maintain forward flight in the pattern. They must be carried to and from either the runway or rotorcraft zone.



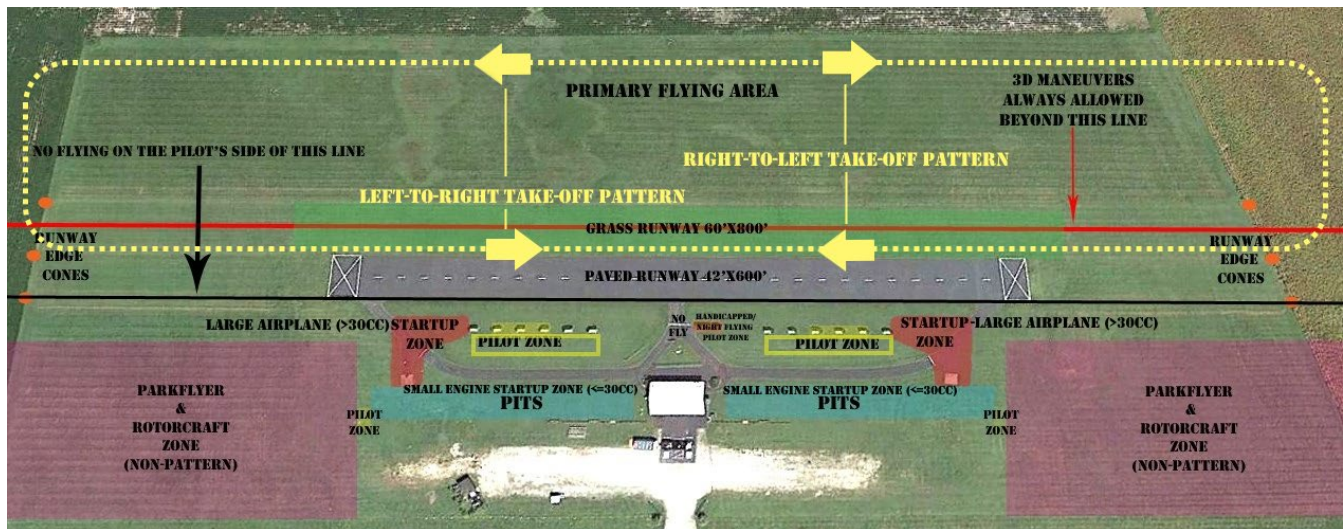
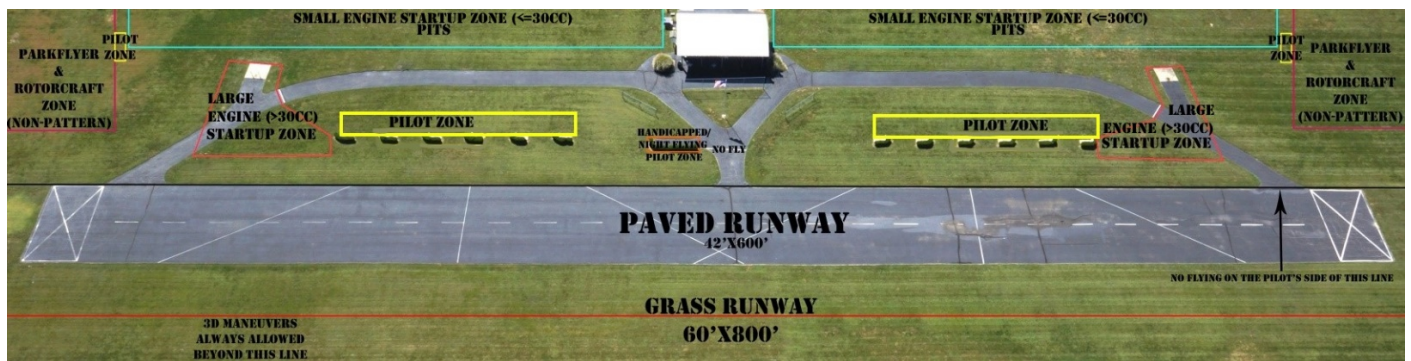
How should you fly?

14. Loudly and Clearly announce your intentions and gain confirmation from all pilots flying when you are taxiing, taking off, landing, or retrieving aircraft. See *Pilot Communication* section in this document.
15. The first pilot to begin flying must establish a “left to right” or “right to left” takeoff and landing pattern. All subsequent pilots must follow the established pattern. The pattern may only be changed during flight by an agreement among **ALL** pilots currently flying. Landing out of the pattern is permitted only in cases of emergency.
16. Don’t fly distracted. For example, don’t talk on the phone while flying.

Other stuff

17. Pets may accompany SLRCFA members in accordance with St. Louis County Ordinances. All pets and their actions are the sole responsibility and liability of the pet’s owner. Remove unruly, dangerous or damaging pets from the field immediately.
18. Components of these rules may be suspended or amended by AMA-Designated Contest Directors (CD) during AMA sanctioned events. For Non-Sanctioned events, these rules may only be suspended for the duration of the event by a motion passed by Majority Board Vote or by a SLRCFA Board designated (Non-AMA-designated) Contest Director.

SLRCFA RULES DIAGRAMS





PILOT COMMUNICATION

Good pilot communication or “callouts” are not only important, they are mandatory. Callouts are verbal announcements between you and other pilots anytime you or your aircraft enters the runway operations area (grass or paved runways and taxiways beyond the white taxi-way lines). All Communications must be acknowledged by 100% all actively flying pilots before proceeding with your intentions – it’s **your responsibility** to gain agreement before you act, unless you are in an emergency landing. Stand as close as practical to the other pilots already flying to improve communication. Use these callouts:

- "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 must cross the runway (in either direction).
- "Runway clear" or "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 **between the centerline and the 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.
- "Can I hover over the runway?" or "Can I pop it up over the runway" if you are requesting to hover over runway.
- 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 manner. This list below is in order of priority:
 - 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.
 - Declared "equipment problem" or "battery low" and needing to land ASAP.
 - Declared normal "landing"
 - Declared "touch and go"
 - Declared "takeoff"
 - Declared "slow fly-by" or "Low Pass"



MEMBERSHIP TYPES, DUES & PROCEDURES

1. **Annual dues** are determined by the Board of Directors and published on the club's website and elsewhere. Membership is not considered active until receipt of payment of dues, electronic signature of application and approval with a Majority Board Vote.
2. **Membership Types**
 - 2.1. **Full Membership** **\$195**
 - 2.2. **Prime Membership** **\$250**
Equivalent to FULL membership. Includes additional benefits published on SLRCFA.com.
 - 2.3. **Youth Membership** **\$25**
23 years old and under. No voting rights.
 - 2.4. **Spouse Membership** **\$25**
Legal spouse of current FULL or PRIME member.
 - 2.5. **Associate Membership** **\$95**
Primary residence of member is greater than 75 miles from SLRCFA field (road miles). No Voting Rights.
 - 2.6. **Dual Membership** **\$125**
 - 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.
 - No More than 20 Dual or Associate members will be accepted into our club without board approval
- 1.7. **QuickSTART** **\$50**
 - 23 years old or older
 - Must fly with an SLRCFA flight INSTRUCTOR until official solo flight. Afterwards, fly without instructor.
 - May not have been an SLRCFA Member for the last five years.
 - Expires on December 31.
 - May renew as a FULL or PRIME member.
- 1.8. **QuickSTART Youth** **\$25**
 - 22 years old or younger
 - Must fly with an SLRCFA flight INSTRUCTOR until official solo flight. Afterwards, fly without instructor.
 - May not have been an SLRCFA Member for the last five years.
 - Expires on December 31.
 - May renew as a YOUTH, FULL or PRIME member.
- 1.9. **BLTN** **\$95**
 - "better late than never" membership
 - For members who join after August 1st of the year
 - Non-voting membership
 - Expires December 31st
3. All members must agree online or in writing to the SLRCFA mission, values, flying rules, communication procedures and operating procedures prior to membership, and occasionally as required by the Board of Directors.
4. All new membership requests must be approved by the Board of Directors.
5. All new members must wait one year prior to being eligible to run for the Board of Directors.
6. Membership renewal is not guaranteed and may be reviewed each year by the Board of Directors.
7. Effective January 1, 2017 all membership payments must have been made by January 31st of the membership year to save your spot in the club. You will have to re-apply for membership. After January 31st, new members will be given priority.
8. Hardship requests: Applicants who have been a member of SLRCFA in good standing for at least one year may be considered for a hardship reduction of dues with a request made through an SLRCFA Board Member. Hardship request applicants will be considered on a case-by-case basis by the Board of Directors for the current membership year. Individual decisions will not be considered precedent.



OPERATING PROCEDURES

These operating procedures are in place to facilitate the smooth running of SLRCFA, based on experience:

1. **Field Closure**, for other than natural catastrophes, shall be decided by a simple majority of the Directors present and shall be scheduled so that the General Membership can be notified at least one week in advance through the club's website (www.slrcfa.com), by e-mail and on social media.
2. **Field Maintenance**, all field maintenance issues (grass, runway, parking lot) are under the management of the appointed Field Team. The Board of Directors must approve all field maintenance expenditures if they exceed the annual budgeted allowance.
3. **Board Meetings**: Conduct for all SLRCFA Board of Directors meetings are outlined in the **SLRCFA Board Meeting Rules of Order**. Because time during board meetings is a valuable limited resource for the Board and Club Members, we have implemented these important rules. In that spirit, we ask that all members in attendance at the SLRCFA Board of Directors meetings help us maintain these rules of order.
4. **Officer & Director Attendance**: Officers and Directors are subject to disciplinary action including removal if three or more board meetings are missed within a calendar year. Written notice will be given pending action. If removed, one may not hold office for the following year.
5. **No Advocacy for Political Candidates**: No significant part of the activities of the Saint Louis Radio Control Flying Association shall involve the support of propaganda, or any attempts to influence legislation. However, SLRCFA will forward AMA correspondence pertaining to laws and regulations affecting our hobby, both extant and under consideration. The SLRCFA shall not participate in or intervene in any political solicitation on behalf of any candidate campaigning for public office.
6. **Contact a Board Member**
You may contact your board at any time, using the following contact info. Do not share this with non-members without prior permission:

Marshall L. Henley, President, webmaster	SLRCFAwebmaster@gmail.com	314-378-8663
Shane Eisenbach, Vice President	faststangboy1@yahoo.com	314-226-4231
John DeLuca, Secretary	j.deluca@sbcglobal.net	314-258-0112
Dennis Chivetta, Treasurer	chivetta@swbell.net	636-515-9230
James Beerman, Director	jbbeerman@hotmail.com	314-650-0161
Geoff Biderman, Director, Social Media	geoffbiderman@gmail.com	314-221-5985
George Biderman, Pilot Instruction Team Lead and Youth Outreach Team Lead, Director	bigrcflyer@sbcglobal.net	314-620-8993
Barry Klussman, Director	klussman84@yahoo.com	636-390-3744
Allen Main, Director, Safety Team Lead	amain416@aol.com	314-913-0837
Kurt Seiter, Director	ktseiter@icloud.com	636-399-7764
Mark Stellern, Director, Field Team co-Lead	mrstellern@charter.net	636-346-5934
Mike Stellern, Director, Field Team co-Lead	mikestellern@yahoo.com	314-565-1923

7. **Grievance Procedure**: The grievance procedure provides a mechanism to enforce existing safety rules by providing a progressive disciplinary system when needed. Although most complaints can be resolved informally, if a complaint is serious or cannot be resolved informally, the matter should be referred to the SLRCFA Board of Directors for its consideration by means of a Grievance Form to be filled out and turned into a SLRCFA Officer. At least one witness is required to sign the Grievance Form (available at the field and at SLRCFA.com in the Rules & Safety section).
 - 7.1. Any member receiving a Grievance, who directs any retaliatory action against the person, or persons, filing said Grievance, will be subject to disciplinary action. This is to include verbal or written threats, intimidation, physical harm, intentional equipment damage, or any other action deemed to be retaliatory by the Board of Directors.
 - 7.2. Any grievance found to be a false accusation will result in disciplinary action against the accusers.
 - 7.3. Grievance form on following page



MEMBER DISCIPLINE

Obviously, repeated failure to comply with the SLRCFA rules herein, or disruption of the harmony of the club may result in termination of membership. We always will start by talking things through with the member. Afterwards, a letter is issued to the offender, which the member signs and returns.

We try to never "go there," but... continued infractions may lead to suspension or expulsion from SLRCFA to be determined by the SLRCFA Board of Directors, per the constitution, Article 9, Section 2...

Section 01 - Any Member may be expelled from the Membership by a Majority Board Vote, if

- (a) such Member **willfully** commits any act of commission or omission which is a violation of any of the Saint Louis Radio Control Flying Association rules or any Safety Regulations of the Academy of Model Aeronautics, or
- (b) such Member undermines the harmony, reputation and the ability of the BOD or any Member or Members of this Association to conduct official business or undermines the good name and reputation of this Association and general interest to this hobby, and
- (c) the Membership Practices requirements have been followed by the BOD.

The process used is as follows:

1. At least ten days before any expulsion action is to be considered, a written statement of formal charges and a written notice of proposed expulsion procedures shall be mailed to each Member of the Board of Directors by e-mail and to the Member charged by e-mail and registered mail to his or her last known address.
2. Charges and proposed expulsion shall be considered by the Board of Directors in a hearing at the next scheduled Board meeting. At the hearing, the Member charged shall have an opportunity to present a defense. A record of the proceedings shall be kept by the Secretary or by an appointed stenographer. An audio recording may also be used to serve this purpose.
3. The vote of the Board of Directors regarding the proposed expulsion shall be by secret ballot. To assure neutrality, any Member of the Board of Directors representing the individual charged or representing any party aggrieved by the acts or omissions under inquiry shall be disqualified from voting necessary for expulsion, and a simple majority vote necessary for the expulsion shall be determined as if the Board of Directors were reduced by the number of its Members disqualified.
4. Two votes shall be taken by the Board of Directors. The first vote shall determine the culpability of the individual charged. The second vote shall determine whether to expel, restrict or reprimand the culpable individual from the Saint Louis Radio Control Flying Association.

Any Member who is expelled from the Saint Louis Radio Control Flying Association may submit an application for Membership one year after said expulsion.