



ROTATE

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

NOVEMBER 2016

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

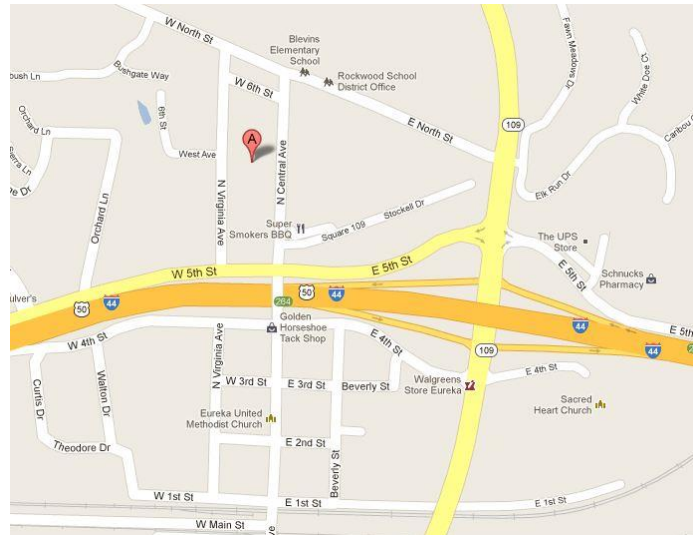
SLRCFA's

December Club Meeting



The SLRCFA December Club meeting will be held **Thursday, December 15th at 7:00pm** at the Eureka Central Baptist Church. The

Church is located at 601 N. Central Ave. Eureka, MO 63025.



SLRCFA will be holding its annual gift exchange at the December club meeting. If you would like to participate in the gift exchange bring ONE wrapped gift with a \$15 minimum value. This gift exchange is like nothing anywhere. Pass the Prop...Steal the ARF..... You never know what you are going to end up with.

We will also be collecting **CASH donations** for the Eureka food pantry. Make sure to bring some *EXTRA* cash to help out the local needy.

Members are encouraged to bring a dessert, appetizer, or a dish to pass.

A Few Good Men

Marshall L. Henley, SLRCFA Vice President

From our Mission and Values (adopted in 2016), our annual Vision & Goals is put together. This year, we had some interesting, but possibly premature goals. I say “premature” because we needed good folks to lead those efforts before we committed to the goals.

As part of the 2016 Vision, we wanted to create the following teams with associated leaders. A team lead could be a board member, and many teams are led by board members, but does not have to be led by a board member. The teams (and leaders) are:

Already in existence in 2016

- Vision Team (Marshall Henley)
- Field Team (Mike Stellern)
- Sound Team (Allan Main)
- Safety Team (John DeLuca the younger)

New Teams with Assigned Leaders

- Marketing & Communications Team – Marshall Henley
- Youth Outreach Team – George Biderman
- Training Team – Jonathan Hendrickson
- Finance Team – Dennis Chivetta
- 501c7 & Taxes –Dennis Chivetta

However, we still need leaders for three teams, created and (hopefully) ready-to-go by the end of 2016:

- FUN Team
- Events Team
- Future Field Purchase Team

If you feel like you can help us with some team leadership for one of these three teams, let us know by contacting Marshall Henley, webmaster@slrcfa.com. Some basic team / leaders descriptions follow to help you understand the roles:

FUN Team

The FUN Team is exactly what it sounds like: keep the club having fun and don't get bogged down by the stuff we have to process on the board. The leader of the FUN team will...

- Conceive, promote and implement fun activities that generate club enthusiasm and outreach to potential club members and RC flying enthusiasts.
- Conduct various fun flying events (separate from the “big four”) that require less coordination, provide a lot of fun, and allow those to participate who are not our every-day flyers. CombatONE is an example.
- Coordinate FUN at every club meeting: we want standing-room only at the club meetings. Think outside of the box, and NOT about club business. Leave that to the board.

EVENT Team

The EVENT Team leader will put together individual teams to run each of our major events. Right now, those consist of:

- June Model Aviation Airshow and Fly-In
- 3D Fly-In
- Warbirds over St. Louis
- Toys-for-Tots / Chili Fly

We want our events to sparkle, and attract new members to SLRCFA and enthusiasts to the hobby. Each event should be well-run, with a volunteer / responsibility list, lesson-learned after each event, spectator and pilot surveys (when appropriate), pamphlets and hand-outs for the club, and more than anything else, LOTS of pilots from out of town and lots of St. Louis Community visitors.

We may need to break this up by event, but a single EVENT Team Leader could still oversee those guys running each individual event so we get continuity.

An important goal is to get the 2017 events on the calendar *and* get AMA sanctions by mid-December, and get publicizing and organizing them starting in January 2017. Find the right guys and delegate is the key! We had over 40 different event volunteers in 2016!

FUTURE FIELD Team

Whether we purchase the field we currently lease, look for another field for 10 years down the road, or make long-term field improvement plans for the current field,

we need someone to lead the effort to consider our options. The FUTURE FIELD Team leader should have a good understanding of what it takes to do this sort of analysis, and be able to create presentations and speak before the board and the club.

If you think you might be a good fit for one of these roles, contact marshallhenley@webmaster@slrcfa.com

Thanks!

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, James Speelman

Treasurer: Dennis Chivetta

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

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.



Discussing Dues

Marshall L. Henley, SLRCFA Vice President

I have my own business as a management consultant. I used to work exclusively with small to medium sized businesses (SMBs) and not-for-profits. The biggest single problem I run into with these folks is that they don't have a realistic plan that gets to the end of the year with some money in the bank.

Not for profits need to make some money

Not-for-profits are usually very good at watching costs. Many, including SLRCFA, don't *assume* the need to create *net asset increases*, which would be called profit in the for-profit world. A generally accepted range for a not-for-profit would be to put away (increase net assets) by 10%-20% of expected expenses each and every year, by plan. This means that their annual budget plans to take in 11-12 cents for every dime they spend. So, yes, not-for-profits need to make “profit” – they just don't give it to equity holders.

And, without increasing net assets by design, when something like our flood happens, or when you need to

take steps to maintain growth, the money's not going to be there.

Not keeping up with inflation

SLRCFA held full dues at \$150 since the year 2000 for many year. If you use the CPI Inflation Calculator with the US Bureau of Labor Statistics, the equivalent dues using the same cost structure in 2016 would be \$210. Two years ago we started increasing dues, but too slowly (\$10 a year), so that full dues were \$170 by 2016.

What's the problem?

So if this is a problem, why haven't we talked about it earlier? Well, it's been masked a bit by the following:

- We dipped into our savings account on occasion
- We have used our net earnings from events and shows, about \$2,000 a year, to fund our operating income.

Figure 1 - 2012 Estimated Gross Income from Dues, below, shows that we basically would have lost money each year without income from our events (\$2,000 a year, which is low, is assumed because we do not have records of actual event income by year):

	2012		2013		2014		2015	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
JAN	5,590	374	5,623	2,239	1,620	375	17	3,308
FEB	825	648	2,228	834	2,320	249	1,505	120
MAR	1,489	1,143	195	314	2,185	32	2,080	842
APRIL	-	187	725	559	245	37	-	180
MAY	175	1,626	-	1,891	325	4,446	1,325	1,204
JUN	3,633	1,653	3,025	2,553	2,665	3,046	2,913	2,376
JULY	826	1,666	-	2,481	-	1,017	-	1,613
AUG	1,489	1,873	975	1,002	1,077	1,671	4,121	3,104
SEPT	-	1,469	338	1,312	63	108	-	1,725
OCT	-	150	-	979	-	332	1,163	2,084
Oct	-	1,233						
NOV	688	2,970	1,140	893	635	256	-	930
DEC	2,078	447	3,060	3,588	4,692	1,348	4,968	4,404
	16,792	15,438	17,308	18,645	15,826	12,917	18,091	21,891
Less estimated event income:	\$ (2,000)		\$ (2,000)		\$ (2,000)		\$ (2,000)	
EST. GROSS INCOME FROM DUES:	14,792		15,308		13,826		16,091	
Net Income:	1,353		(1,337)		2,909		(3,800)	

Figure 1 - 2012 Estimated Gross Income from Dues

First of all, notice in Figure 1 that we had net losses for the four years ending in 2015. We made money in 2012, but we spent it in 2013. We made money in 2014, but we more-than-spent it in 2015.

Second, notice that if we reduce our income by \$2,000 a year, the highlighted columns yield numbers

generally less than \$15,000 (with the exception of 2015). Our expenses were never lower than \$12,917 (in 2014), but were generally much, much higher.

What matters is OUR inflation

Of course, it doesn't really matter if inflation is at 4% if your family is spending 20% more this year. The breadwinners will have to bring home more than a cost-of-living increase in earnings or they'll be short, significantly, by the end of the year.

In 2016 our share of the property taxes went up to \$3,745. Our lease is \$2,000. Mowing is generally between \$6,000 and \$8,000 a year (and that's at a great price to get the field mowed, \$200). We cut the budget to the bone in order to keep costs down, but that's not smart in the long term.

Moving Forward

The board desires to make sure SLRCFA is on a solid footing moving forward. To that end, we've put the following principles and practices in place:

- We have a written Mission & Values: as part of that, we want to continue to be the best club and field available in St. Louis. You can break down our resulting Vision statement into the following three categories:
 - FUN – we want to continue developing a reputation as the friendliest, most fun club in St. Louis for folks who are serious RCers (3D, jets, electrics, warbirds, giant scale)
 - FIELD – we want to maintain and improve our status as the “country club” of RC flying fields in the Midwest
 - FUTURE FIELD – we want to put away money to purchase either our current field in the future, purchase another field in the future, or improve our current field in the future.
- As part of our Mission & Values, we do not want you, our members, worrying about mowing our grass, with some rare exceptions. Furthermore, our mowers are used for late-season and event clean-up mowing.
- Because events are not a reliable source of income, we do not want to budget annual

operating income based upon anything other than our dues structure. Event income can help build our FUTURE FIELD savings.

- As good stewards, we want to put away 10% - 20% of expected dues income each year. Our dues structure should allow us to fund our budget and save 10%-20% of budgeted expenses (without using event income).

Having said that, Figure 2 - 2017 Budget Ranges, below, shows the basic math of our situation. On January 1, 2017, we'll need a dues structure that provides over \$16k as a bare minimum to operate the field. A healthier, more realistic budget that matches our Mission & Values is close to \$21k. Adding to that either 20% for the "Slashed" budget range or 10% for the "Recommended" budget range gives us a total between \$19.5k and \$23k.

2017 Budget - RANGE

Item	Slashed	Recommended
Lease	\$ 2,000	\$ 2,000
Taxes	3,745	3,745
GL Insurance	1,200	1,200
Porta-a-potty	810	810
Trash	600	600
Refreshments	-	250
Grass cutting	6,000	9,000
MEETING PLACE	240	240
Electric	250	250
Supplies	200	200
Cards & Charitable	100	100
Field Team Discretionary (Maintenance)	500	1,500
Training Team - Apprentices (2)	300	600
President Discretionary (Misc)	250	500
TOTAL	\$ 16,195	\$ 20,995
Plus 10%	\$ 17,815	\$ 23,095
Plus 20%	\$ 19,434	\$ 25,194

Figure 2 - 2017 Budget Ranges

2016, for example

A basic analysis shows that our dues structure has been too low to generate enough operating income to run the club without using event income, and certainly too low to put money into the bank each year for a rainy day. Figure 3 - 2016 Actual Dues, below, shows that it's impossible to generate enough income to even meet our SLASHED budget for 2017, not to mention putting money in the bank.

One part of the problem is that while our full members pay \$170, many pay far less with equal access to the field, and equal impact on field upkeep costs.

2016 ACTUAL DUES STRUCTURE

Current Year Memberships	2016 Count	2016 Dues	2016 Income
FULL	49	\$ 170	\$ 8,330
Senior	26	145	3,770
Family	4	210	840
Handicapped	8	65	520
Junior	5	-	-
MAW Dual	3	100	300
Buder Dual	2	140	280
Post-August	1	85	85
Free	4	-	-
Associate	5	70	350
Total	107		14,475

Figure 3 - 2016 Actual Dues

So what do we do with dues?

After a year of discussion by the board, it was clear we need to...

1. This year, opt for a middle-tier increase to \$195 (instead of \$210) for full members, trying to properly fund the "Slashed" budget but saving 20%, or about \$3,300. This should replace the money spent on the flood repairs in 2016, and put us on a good footing for the following years.
2. Eliminate the many tiers of memberships, with the exception of youth at \$25, and the associate membership for folks over 75 miles away.
3. Stimulate early membership payment and renewal: therefore we're limiting full memberships to 100 at this time (we had full, senior, family and dual memberships this year).

Moreover, we are working diligently to provide *value* to you as an SLRCFA member. We're trying to create more low-cost, FUN events and activities for you. We are planning for folks who sign up and pay their dues electronically by January 1st to get free event landing fees AND free event pilot raffle tickets. We are still working on building successful events, but trying to get more out-of-towners so we're not dependent upon the same St. Louis guys. We want to show off the field.

Sometimes, change is good

We ask you to consider the following statements...

- Other fields in the Midwest with our field quality are charging around \$300 a year, often with 150 members or more.

- Having right-sized dues isn't something new the club is creating; it's an overdue requirement of our budget to enjoy the field we already operate.
- For most of us, a servo or two costs as much as \$195. Frankly, most of us feel like \$195 is a bargain for the quality of field we operate.
- Most of us will spend far more on an oil change or two than we will on the 2017 increase.
- We can all work together to make sure you get the most value out of your membership. Why not hit the field on a Thursday night with the crew? What about hitting breakfast with us Saturday mornings before you fly? How about starting your own affinity group within SLRCFA (like the CombatONE guys or the 3D guys) and getting out more often?

The board remains committed to understanding your needs while making the necessary changes to keep the club active and healthy. Feel free to contact any board member!

See the last Pages of Rotate for FULL size Figures



SLRCFA Dues Increase

SLRCFA Annual Dues will necessarily increase for 2017. Prior administration slated for the dues to increase to \$180 in 2017, but the current Board determined that a more accurate and necessary number to have a surviving club would be \$195, a \$25 increase from 2016. After surveying other area clubs the board also eliminated the all membership levels except Full, Junior, and Associate.

2017 Membership Dues

Annual Dues	\$195
Junior Dues (23 years old or younger & No Voting Rights)	\$25
Associate Member (75+ miles away & No Voting Rights)	\$95



- 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 @ Eureka Central Baptist Church 601 N. Central Ave. Eureka, MO 63025
- January 1st 9:30am @ SLRCFA Field First Flight of the year



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

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SLRCFA membership is capped at 100 members

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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www.RedwingRC.com

 **Veloforge.com**

www.veloforge.com

FIGURES

	2012		2013		2014		2015	
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Figure 2 Budget Ranges

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Figure 3 2016 Annual Dues