

January 4, 2016

Hello everyone: First of all, HAPPY NEW YEAR and Welcome to the RAMS 2016 and best year ever. One more year of new opportunities, new airplanes, rebuilding the old ones and putting forward those projects we never got around to do on 2015. I am looking forward to see what the RAMS Research and Development Department comes up with for this year. I am really looking forward to the new RAMS Build Event, the PIC - A - NIC and more details will come very soon including dates and rules but I will get to more of that on the next RAMS Update.

We had a busy few days for RAMS this past week and weekend. We visited the friends at PILOT on New Years Day and flew with them. Then more flying at RAMS on Saturday and Sunday. We had the January RAMS Club meeting with breakfast at Golden Corral and then a great day of flying. At the meeting we discussed the replacement and improvement on signs at the field as one of our goals this year. We also welcomed one of our new pilots that has applied for 2016 RAMS membership, Kevin Wahlmeier.

We start the RAMS 2016 with 47 members that renewed. This means that 3 new positions opened at RAMS. These positions were offered to Kevin Wahlmeier, Geoff McCord and Paul Duncan based on the order they submitted their application forms to the waiting list. They have now started the membership probation process and will go for a vote for final membership in 6 to 8 weeks. They have been asked to come and spend time with us at the field so we get to know them. Please welcome them and give them any help they need so they can enjoy this hobby and this club as much as we do.

On the membership waiting list we have Charlie Moore, Dennis Penny, Ted Watkins and Newell Pender in the order we received their applications for the waiting list.

Reminders:

RAMS 2016 Membership List: Attached is a pdf file for your records with the 2016 RAMS Club members. There are a few updates on phone numbers or email addresses I need to make and that will show in future update membership lists. If you have a new change I need to make regarding phone numbers or e-mail addresses or your mailing address, please let me know at acumed96@aol.com.

RAMS 2016 MEMBERSHIP CARDS: Our volunteer card maker, Sam Goldfarb, who has done a great job in the past years and agreed to do this again for us, will have the membership cards available in the next couple of weeks. How do you get your membership card? You ask Sam or me for it at the field on weekends. This is the time when we need to verify that you have your 2016 AMA registration up to date so have your card on hand to receive the RAMS Membership card. It is that easy. I have been asked by some of you if we must have the FAA registration and the RAMS Club will monitor compliance. The RAMS Club is not in charge of monitoring this FAA registration for our pilots. To our club officer's knowledge, there is no requirement from the AMA or the FAA for us to do this. This is an individual registration process between you and the Federal Government. It is your personal decision to proceed with the FAA Registration Rule. Having said that, we are to remember that for AMA liability purposes, we are required to have our AMA# and or name - address - phone number in our models.

RC MODELS "DRONES" FAA / DOT REGISTRATION: Registration Website

: <http://www.faa.gov/uas/registration/>

Deadline for current pilots is February 19, 2016. Registration cost is \$5.00 by credit card that will be refunded if you register before February 19th.

THE AMA STATEMENT to MEMBERS / DON'T REGISTER JUST YET: The AMA sent to members directly and through the AMA District IV emails requesting for AMA members NOT to immediately proceed with registration with the FAA. The reason given was that legal actions taken by the AMA on U.S. Court of Appeals (District of Columbia) as of August 2014, are still pending and the AMA has requested the court to render an opinion sooner due to the sudden implementation of this registration and deadline imposed by the FAA of February 19, 2016. The AMA will let know how this process is

going. So, there you go! **You make your decision on how to proceed.** **ACTUAL STATEMENT FROM THE AMA WEBSITE/ HOLD OFF ON REGISTRATION:** "As we proceed with this "registration" process, we suggest AMA members [hold off on registering](#) their model aircraft with the FAA until advised by the AMA or until February 19, the FAA's legal deadline for registering. Holding off on registration will allow AMA time to fully consider all possible options. On a parallel track, it also allows AMA to complete ongoing conversations with the FAA about how best to streamline the registration process for our members. We will also be asking our members to make their voices heard by submitting comments to the FAA's interim rule on registration. We will follow-up soon with more detailed information on how to do this". For comments, the deadline is January 15, 2016.

RAMS WINTER BUILD EVENT 2016 : During the RAMS December Club Meeting, Joe Schodt presented the idea of a winter season build with the event to take place sometime early spring. Joe will be assisted by me (Dr. Joey) & Larry Mc. The build theme will be the **THE RAMS PIC-A-NIC BUILD** where any aircraft, from balloons, multirotors, helicopters or airplanes can enter. The theme consists of using any item typical of a Picnic (plates, plastic forks, napkins, cups, trash bags, ketchup bottle, picnic table, etc) to build the model. Or you can use an existing model and decorate with picnic related items. Yogi Bear and Boo Boo are very excited and we will have a Jellystone Park size amazing event. There will be prizes awarded by judges and a "Peoples Choice Award". And you know how generous we are at RAMS with prizes! Sure!!! This promises to be one of the best and most fun build events ever. So, start thinking. Date and rules / guidelines will follow later this week.

RAMS FEBRUARY 2016 CLUB MEETING: Sunday, February 7 at 9:30AM for breakfast and 10:00AM for Club Meeting at the US1 / Wake Forest **Golden Corral**. Come and join us to spend some time taking care of club business and have a good fun time with your colleague pilots. Everyone is welcomed to come including our pilots on the waiting list and those on the membership probation process.

APPLICATIONS FOR MEMBERSHIP ON WAITING LIST: There are **FOUR** applications on the waiting list. Being on the waiting list does not provide flying privileges at RAMS.

27th ANNUAL B.A.R.K.S. Swap Meet 2016: The usual date and location has changed. **February 27th, 2016. Mebane Arts & Community Center** - 622 Corregidor St.- Mebane, NC 27302. Vendor Registration starts Nov 2. Watch for further information and updates at www.barksrc.com

RAMS POLICY ABOUT GUEST PILOTS: FULL Members at RAMS have the privilege of occasionally (two, three times a year) having an AMA registered pilot come to fly at the RAMS field as a guest under their supervision. The RAMS Pilot is fully responsible of the guest pilot and is required to have the guest follow all our safety and club rules, Good Neighbor Rules, stay away from farming crews and equipment and follow our noise restrictions regulations with no exceptions. The behavior of the guest pilot will reflect directly on the host RAMS Pilot. Guest Pilots that want to join the RAMS club must submit an application form that either will go through the membership process if there are membership positions open or will be placed in the RAMS Waiting list. Being on the waiting list does not provide flying privileges at RAMS. The only way to get in the RAMS Waiting list is by submitting a written application. Verbal or e-mail requests to be placed on the waiting list are not considered. Our Guest Policy is a reflection of how protective we must be in order to keep our field safe and closely abide to the Good Neighbor Policy. Our Field survival depends on it.

THE RAMS MEMBERSHIP WAITING LIST: The RAMS Club has no current membership availability. We are at the FULL Members cap. Any pilot interested on applying for RAMS Membership will be placed on a waiting list. **Being on the waiting list DOES NOT give flying privileges at the RAMS Club Flying Field.** Interested **pilots will only be placed on the waiting list by submitting the membership application form** that can be obtained from the documents section of the RAMS Website

(www.ramsrc.com). This form must be sent to the club treasurer (no application fee needed to be placed on the waiting list) who will forward it to me (Dr. Joey - Secretary) and I will contact the applicant by e-mail with instructions. The treasurer's address is at the bottom of the form. Pilots will be placed on the waiting list in the order we receive the forms. Once a position becomes available, I will notify the applicant to start the application process once we receive the application fee. Once the pilot has completed the application process, in approximately 6-8 weeks (probation period) he or she will go for a vote to make their full membership in the RAMS Club final for the year. If the pilot is not voted into the club, his fees will be returned in full.

AVOID FLYING OVER THE FARM CREWS AND EQUIPMENT: We maintain a great relationship with the farmer and his crews and this is a priority for us and the field survival depends on it. In order to keep them safe and make them feel safe, it is essential that we avoid flying over them, close to them or close to their equipment. This is part of our GOOD NEIGHBOR CLUB POLICY that we all, including guests and visitors MUST observe. If there are farming crews close to the runway or right at the runway landing and takeoff approaches, we ask you to stop flying and wait until they move, which usually does not take long. If you see one of our club members flying and the farming crews are moving in, don't hesitate to warn him or her. Keeping everyone aware is the key to avoid accidents, close calls and unsafe behavior. Thanks guys for paying attention.

FOR SAFETY OF OUR CLUB WORK CREWS, PLEASE ABSTAIN FROM FLYING WHILE WORK IS BEING DONE ON THE FIELD. Our work crews are composed of volunteers doing maintenance and mowing on their spare time. If work is being done, just wait and they will get done quickly. They also want to be flying instead of working. Let us keep them safe. The best way to keep the work time short is to volunteer. The more we are at a task the sooner it gets done and we can get back to the business of flying.

SAFETY REMINDERS: Personal safety and avoiding property damage can't be overlooked while we are having FUN. RAMS Safety Rules and AMA Safety Code are to be followed at all times. We ask you to:

GET ON THE FLIGHT PATTERN: As a common sense approach to reduce midair collisions or collisions on the runway, pilots must establish a common flight pattern that everyone follows. This avoids placing a model flying in the opposite direction. If you want to do 3D and or aerobatics, do them over the grass field area (not right over the runway) and once finished, re-enter the flight pattern. The flight pattern is usually against the wind over the runway. If it is unclear to you what the flight pattern is, just ask the pilots already flying and decide on what direction everybody will be flying. To our most experienced pilots, we ask to help the new pilots in this common sense approach to safe flying.

PILOTS MUST FLY FROM THE PILOT STANDS: With no exceptions, RAMS pilots must fly from the pilot stands for two simple reasons. Gives you some protection from airplanes out of control on the runway and positions you in a known location to the other pilots flying with you.

ONLY 4 PILOTS FLYING AT THE SAME TIME: Simply keeps the airspace from getting too crowded and helps to reduce chances of midair collisions. If you are the fifth pilot, just wait a few minutes. Only during special events like formation flying or combat we allow more pilots flying at the same time.

DON'T START NITRO, GAS ENGINES OR ELECTRIC MOTORS in the shelter area or in the parking lot. We already had a few accidents regarding this unsafe behavior so we must avoid this unsafe practice. As for electric motors, just remember that it does not matter how many safety features your radio and or ESC has, ONCE YOU CONNECT THE BATTERY TO THE ESC the risk for the motor going full speed is very real.

ANNOUNCE WHEN ON THE RUNWAY OR OUT ON THE FIELD: The key to help avoid accidents is for every pilot to be aware of where everyone is. Please call in a loud voice when you are walking to the runway, retrieving an airplane from the runway or the outfield. Announce loudly when taking off and when landing. The more information you provide the lesser chances of personal injury. If your airplane goes "dead stick" (loss of power), announce it so you are given priority for landing.

DON'T LEAVE YOUR AIRPLANE ON THE RUNWAY: To avoid collisions on the runway,

don't leave your airplane unattended. If you need to make any adjustments on your model or the radio system, taxi the aircraft to the pilot stand area.

DON'T TAXI ON THE PITS AREA: Especially if your airplane is facing toward the shelter, parking area or towards a pilot in the pilot station.

DON'T FLY BEHIND THE FLIGHT LINE: At no time a pilot is to fly behind the flight line for safety reasons. We also want to avoid bringing the noise of our aircrafts any closer to our neighbors that live behind us.

FAILSAFE SETTINGS: This is the most basic programming feature you can input in your radio system to improve on safety. We are most interested on all pilots to program a throttle shut off failsafe for gas and glow engines and complete stop in electric motors if your radio system loses signal. If you are new to the hobby, don't hesitate to ask how to program throttle failsafe for your model. We do not want any runaway airplanes at the field.

NO SMOKING: Due to the increased use of gas fuel engines in our field and the use of gas generators plus health concerns for many of our pilots, we ask all pilots and visitors to avoid smoking. If you must smoke at the RAMS Field, do so only in the designated area on the far south side of the parking. There is NO SMOKING in the pilot side of the fence.

NO ALCOHOL: No alcohol is allowed in the RAMS Field.

HELI AND MULTIROTORS: Even though RAMS is a Fixed Wing Club, some of our pilots enjoy flying helicopters and mutirotors. They can be flown only when no airplanes are flying and must land at any time an airplane is ready for takeoff.

FIRST PERSON VIEW FLYING (FPV): Please remember that the AMA wants us to **have a SPOTTER when you fly FPV**. The Spotter will keep your aircraft within **line of sight and make sure you do not fly over areas that you should not be, including behind the flight line**. The Spotter also gives you awareness of your airspace surroundings including other model airplanes and full size airplanes, as well as keeping you away from the farming crews and equipment.

KEEP IT SAFE: All these rules and guidelines are just an attempt to keep our hobby a FUN one but also SAFE for you, us and spectators. Use common sense and follow the rules. We don't have many at our clubs but the few we have are because we need them to enhance safety. If you see unsafe behavior, just politely bring it up to the pilot. One of the great things in our club is that everyone is receptive to make our club one of the best in the area and all work together for fun and safety. In case a pilot continues repeating an unsafe behavior, contact our SAFETY OFFICER - Joe Schodt.

GOOD NEIGHBOR POLICY: At RAMS we take as a priority to keep our neighbors happy and feeling safe. Their comfort is our number one goal. It is a must to keep a good relationship with them and our landlord. The survival of our flying field depends on it. One of our priorities is **NOISE CONTROL**. Since we had complaints in the past about noise we take very serious keeping our engines as quiet as it is needed. We abstain from flying noisy electric models or glow / gas powered airplanes before 9:00AM or at night. Any engine that is deemed too noisy will be required to improve on its silencer system or may not be able to fly at RAMS. We DON USE Db METERS. We are not concerned on noise on the ground but the noise that travels in flight and might be bothersome to our neighbors. Flying at high speeds can produce enough propeller noise to be a problem. We require any engine that is 50cc displacement or more to use canister silencer systems to reduce noise with NO exceptions. This includes any guests flying at RAMS during regular hours or during club events. Any engine that is too loud will be required improved silencer system to be able to fly at RAMS. Keep this in mind when you select an aircraft or power system as it must accommodate for the best silencer system that is required. Engines from a 35CC to under 50cc displacement will be required enhanced muffler and silencer systems. We know that the DLE35cc and DLE20cc gas engines are too loud and baffles to lower noise must be inserted in the stock muffler. Even if the silencer systems may reduce some the power of your engine, you must use them in order to fly at RAMS. Club Officers will inform a pilot if the noise level from their engine is too loud. Please be aware of the GOOD NEIGHBOR POLICIES and NOISE CONTROL rules. If you feel you will have problems or issues following them, RAMS may not be a good club for you and we encourage you to join some of the other clubs in the area that have less strict noise requirements.

See you at the field and have safe fun flying!!!

Jose Armstrong, MD (Dr. Joey)
RAMS Secretary