

February 22, 2016

Hello everyone: What a great weekend it was. Very busy at the RAMS Field. There was maiden flights. There was further testing of the Joe Schodt Bronco VTOL model being evaluated by the RAMS Research and Development Department. There is a flight video on the RAMS Facebook Page. Also further testing on the Dr. Peter's Mima Glider with mixes and trims that are making this big glider fly better than ever. Warbird formation flights of course and plenty more. Yeap!! That was a fun filled weekend of flying. It was a bit windy but our pilots did great with managing the wind, wind gusts, turbulence and crosswinds. It gave a bit of a challenge but it was good piloting from the RAMS Pilots. Good job guys.

Reminders:

RAMS WINTER BUILD EVENT 2016 : SATURDAY, April 23, 2016 starting at 1:00PM. GET BUILDING!! The build theme is the **THE RAMS PIC-A-NIC BUILD** where any aircraft, from balloons, multirotors, rockets, helicopters or airplanes can enter. Even a trash bag filled with helium can make it! 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 in the Spring. 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. And don't forget to bring all the family and friends to cheer and support you. Please download the attached pdf file for rules and instructions.

A STEP FORWARD / AMA MEMBERS COMMUNICATION / THE AIRR ACT: A little bit of good news from the AMA and AMA District IV. The Aviation Innovation, Reform, and Reauthorization Act was passed by the Transportation and Infrastructure Committee in the House of Representatives. It preserves and strengthens the Special Rule for Model Aircraft previously passed by Congress. Among its provisions, it provides a clear definition of a community based organization (CBO) and tasks the FAA with developing a process for recognizing qualifying CBOs. Now the full House of Representatives needs to vote on it as well as The Senate still needs to work on its own version of the bill.

RAMS MARCH 2016 CLUB MEETING: SUNDAY, March 6 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. Pilots on the membership probation period are welcome to attend. Pilots on the waiting list are also welcome. Come and say hello. This will be the last of the winter meetings. After March, the meetings will return to the field.

27th ANNUAL B.A.R.K.S. Swap Meet 2016: This coming Saturday, **February 27th, 2016. Mebane Arts & Community Center** - 622 Corregidor St.- Mebane, NC 27302. If you want to sell stuff there, vendor registration started Nov 2, 2015. For information and updates check www.barksrc.com

JOE NALL WEEK 2016: May 7 to the 14, 2016. Registration is open. (<http://www.tripletreeaerodrome.com/joe-nall-week.php>). Like every year past, JT and I will go there and establish RAMS Base by the electric flying field. The Joe Nall is the event to go if you are into the RC Flying hobby / sport. Everything there is about technology, new products and demonstrations of flying skills and equipment. It is a crowded event indeed with about 1,700 pilots registering and tons more spectators. The event takes place at the Triple Tree Aerodrome in Woodruff, South Carolina. The place is just gorgeous. It is a great event to meet new pilots from all over the world and the US. A great time to meet with friends we have made on previous years. Going there and spending a few days makes a great vacation. If you can only go for one day is still well worth it. We are looking forward to the Joe Nall 2016.

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 very protective we must be in order to keep our field safe and closely abide to the Good Neighbor Policy and keep our landlord and neighbors happy. Our Field survival depends on it.

THE RAMS MEMBERSHIP WAITING LIST: The RAMS Club has no current membership availability for 2016. We are at the **50 Full Members** cap. Any pilot interested on applying for RAMS Membership will be placed on a waiting list. We have currently 6 applications on the 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