

March 10, 2016

Hello everyone: Yes! Now we can start looking at the weekend extended forecast and see if we can have some fun flying. The weatherman is guessing for us the following forecast. For tomorrow Friday: 80 degrees, mostly cloudy, 4-6 mph winds NNW shifting to the E. Saturday: 66 degrees, cloudy, 1-3 mph winds SE. Sunday: Thunderstorms after lunch, cloudy all day, 75 degrees, 8 mph winds S to SSE. If the forecast is even close to correct, Friday and Saturday are the flying days. Sunday not looking that nice but we will see. See you at the field.

WEATHER STATION: John Dunning provided me with his personal weather station contact which is about 4 miles from the RAMS Field. This is a way for you to check conditions close to the field in real time. We are passing it along for the club members use. Thanks John. Now he knows that if the flying weather is not great, it is his fault. Works for me!

<http://www.wunderground.com/personal-weather-station/dashboard?ID=KNCYOUNG5>

Reminders:

RAMS APRIL MEETING: Back to the RAMS Field at 3:00PM. Sunday April 3, 2016. Come and join us. We have a great time during meetings and yes, we do find a little bit of time to deal with club business.

RAMS BUILD EVENT "THE PIC A NIC": Saturday, April 23 starting at 1:00PM. Any aircraft from a balloon, multirotor, helicopter, fixed wing or even a trash bag filled with helium can enter. You may also take one of your existing models and decorate it "picnic like". Can be RC controlled or free flight. You choose. It just has to be based on materials used in picnic (cups, napkins, forks, etc). You can even make a picnic table fly if that is what you want. The winner will get bragging rights. There will be The People's Choice Award, the First Place, Second Place and the Lowest Score winner. There is plenty of time so get started.

RDRRC ELECTRIC FUNFLY: Saturday, April 16. An all day event at our fellow RC Club. There will also be night flying. If it is electric, it can be flown. Spectators free. Let's join our friends from RDRRC.

THE ANNUAL RAMS FUNFLY INVITATIONAL: We decided on the date! Saturday, June 4, 2016. We will invite our fellow pilots from the PILOT Club to join us to fly and have a nice lunch. Every year when RAMS goes to PILOT, they provide a nice lunch or us so we will do the same for them. JT will extend the invitation to the PILOT Club president. The activity will start at 9:00AM. RAMS Pilots are asked to BYOF&D (Bring Your Own Food and drinks with enough to share with guest and spectators). We are asking for everyone's participation and help as on previous two years many RAMS pilots showed after lunch. Plan it ahead, separate the date and bring burgers and hot dogs as main fare. It is also the opportunity to shine with the best Mac & Cheese ever or your signature desert. It promises to be a fun gathering so let's HAVE AT IT!

NIGHT FLYING: In the next few weeks, we will be looking into some night flying. Probably a Friday or Saturday evening. I will announce a date. If you have a night flyer, get it ready. If you don't it is very easy to add lights to one of your current airplanes or get an airplane that can have lights added. There are also ARF and RTF models that already come with lights. Night Flying is not difficult. It does get a little bit of practice. Installing lights is super easy and if you have not done it before, talk to JT or myself and we will give you the initial information to get you going. Just remember, the best night flyer is not the one with the most lights. It is better a few lights, in the right placement for orientation. Start flying at dusk when you still can see the airplane. Continue a few more flights until gets dark and your brain will get used to the lights and airplane orientation becomes very easy. If you are new to night flying, the key is to choose a very stable reliable aircraft. Gliders like the Radian and the Calypso make great platforms for night flyers. HobbyKing, FMS and Horizon Hobby carry some "lighted" airplanes too. Give night flying a try on 2016.

RAMS GLIDER COMPETITION: Coming very soon. All participants take off at the same time under

power. At 20 - 30 seconds, all pilots shut off power and the last one landing wins. We usually do three sorties. The winner gets bragging rights. It has been a lot of fun so we are going to do it again. Stay tuned and get your gliding airplane ready. Any airplane can be entered. Does not have to be a glider.

JOE NALL WEEK: May 7 to the 14. This is the RC FUN FLY Event of the year. Not only a US pilots gathering of RC Enthusiasts but is has become and international venue at the Triple Tree Aerodrome in Woodruff, South Carolina. Pilots from all over the world come to have a good time with everything that is RC Flying. You get to see the latest technology and the latest products. You get to observe the piloting skills of some of the best RC Pilots in the hobby. There are many vendors with pretty much everything in the RC Flying world. To me, the best part is that you get to see old friends and make new ones. If you have the opportunity, you should plan attending the Joe Nall at least once in your RC Flying experience. It is about 4 1/2 hrs drive from Raleigh so staying overnight is not a bad idea. There are hotels in the area within a 30 minutes drive. The Thursday, Friday and Saturday of the event has noon time flying demonstrations worth watching. If the weather is good, it is just a spectacular venue. JT and I go every year. Look for the RAMS trailer at the Electric Flying field and come to say hello. See you there.

RAMS INDEPENDENCE DAY CELEBRATION FUNFLY AND COOKOUT: More to come about this activity once we get the date set.

RAMS 2017 OLYMPFREAKS: We need to start thinking about it. This is the signature competition event at RAMS. Why it is called the OLYMPFREAKS? Because this activity is of OLYMPIC magnitude and its FREAKING awesome!!! For those new to the club, this event is an afternoon of competition where 5 events are put together to challenge our pilots in performing tasks that require more luck than skill. This was even the less skilled pilots have a good chance at success. There will be more information coming as we get into summer time and decide on a date.

RAMS POLICY ABOUT GUEST PILOTS: Only Full Members at RAMS have the privilege to bring a guest pilot occasionally (couple times a year). The guest pilot must be under the supervision of the RAMS Host pilot. The RAMS Host Pilot is responsible for the actions of the guest pilot. The Guest pilot must abide by all RAMS Rules and Safety Code, must have an up to date AMA registration and be observant of our Good Neighbor Policies and Noise restrictions. Any issues to address with a guest pilot will be done through the RAMS Host Pilot. A guest pilot that wants to come regularly, may only do it by joining the RAMS Club as a full member if positions are available. Otherwise may apply for the waiting list by submitting an application form.

RAMS WAITING LIST: RAMS has a 50 full members cap. At the present time we do not have open positions. Any pilot wishing to join the RAMS Club can submit the application form without the fee and will be placed in the waiting list in the order the application was received. If a position opens, the applicant will be notified to start the membership probation period of about 8 weeks before going for a vote to accept his application. When notified, the applicant must submit the application fee and initiation fee. During the probation period, the pilot is asked to come with us to the field (weather permitting) and meet with club members and club officers. The pilot may fly at RAMS only under the supervision of a RAMS Full Member during the probation period. The goal is to assess if the applicant and the club are a good mutual fit. If an applicant is not voted in the club or does not complete the application / probation period, the application fee will be returned in full. Verbal or email requests to be placed on the waiting list will not be honored. Only the submission of the application form gets the applicant a place in the waiting list. The form can be handed to any club officer, mailed to the treasurer who will pass it along to the secretary who is in charge of the membership process. The application form can be downloaded from the RAMS Website ([www.ramsrc.com](http://www.ramsrc.com)) IMP: Being placed on the waiting list does not provide flying privileges at RAMS.

RULES AND SAFETY: At RAMS, goal number one is to have FUN but it is as important to do it safely to protect person and property. RAMS Rules and the AMA Safety Code is to be observed.

AVOID FLYING OVER THE THE FARMING CREWS AND EQUIPMENT: At not time a RAMS pilot will

fly close or over the farming crews and equipment. We want to keep our farming neighbor safe at all times. He appreciates our effort and this is a priority for us. At times they may need to place equipment near the runway. If they are too close, stop flying and wait until they move on.

**DO NOT FLY WHEN RAMS WORK CREWS ARE ON THE FIELD:** On work days, there is no flying at the RAMS Field while the mowing and work crews are out on the field. Remember that work at RAMS is done on a volunteer basis. Our crews will try to interfere with flying the least possible but while they are out on the field, their safety is a priority.

**GET ON THE FLIGHT PATTERN:** This is a common sense request. When a second airplane takes off, pilots must agree on flying in the same direction to reduce chances of mid air collisions. Usually the flight direction depends on the wind direction. We takeoff, fly and land against the wind. So, if the wind is coming from the left side of the runway, take off, fly and land from right to left. If there is no wind or pilots are not following a flight pattern, any pilot can call the correct pattern and pilots must agree. Experienced pilots must instruct our newer pilots on this safe flying behavior. If you decide to do aerobatics or 3D flying, do not do it over the runway. Move over to the grass outfield and once the maneuver is completed, enter the flight pattern again.

**PILOTS MUST FLY FROM THE FLIGHT STANDS:** We require this from pilots at all times. It accomplishes two things; places the pilot in a known area and provides the pilot of some protection from airplanes taking off or landing and get out of control.

**ONLY 4 PILOTS FLYING AT THE SAME TIME:** During regular flying situations, only 4 pilots can fly at the same time. This way, the airspace does not get crowded all at once reducing the chances of midair collisions. In special situations like formation flying, combat, glider contest and such group flying events, more than 4 pilots will be allowed.

**NITRO, GAS OR ELECTRIC MOTORS MAY ONLY BE POWERED** on the PILOT SIDE OF THE FENCE and facing away from the shelter and parking lot. There is no testing of engines / motors in the shelter area.

**ANNOUNCE IN LOUD VOICE WHEN:** Placing on or retrieving an airplane from the runway, walking to the grass outfield, crossing the runway, taking off, landing. Any behavior that places a pilot or a model passed the flight stands must be announced loudly so everyone can hear. This situational awareness is very important for safety. If your model is experiencing any kind of malfunction, loss of power (dead stick), loss of control, you must announce it loudly to make everyone aware. Any aircraft with problems will have priority for landing.

**DO NOT LEAVE YOUR AIRCRAFT ON THE RUNWAY:** Do not leave unattended aircrafts on the runway that may interfere with another aircraft taking off or landing. If you need to land to make adjustments in the model or the radio system, bring the airplane to the flight stand area.

**DO NOT TAXI ON THE PITS AREA:** Engines must be started by the flight stand and at no time a powered motor or engine can be facing the shelter or parking area. Aircrafts can also be started on the pits area under restraint or when positioned on the airplane stands.

**DO NOT FLY BEHIND THE FLIGHT LINE:** At no time an aircraft is allowed to fly behind the flight line. This includes pilots flying FPV (first person view). There are two reasons for this. For safety of pilots and spectators and we do not want to get closer or bring noise to our neighbors living behind the field.

**DO NOT FORGET THE FAILSAFE SETTINGS:** This is one of the most basic means of keeping RC Operations safe. Failsafe is a setting you establish for actions on your model happen in a certain way when there is loss of radio signal. The most important is for your throttle. Make sure that gas and glow engines stop running if there is signal loss. Electric motors must become inactive if signal is loss. Do not depend on the ESC safety features, make sure you have your failsafe set. If you don't clearly understand

how to establish failsafe for your model, as a more experienced pilot. Don't skip this step.

**NO SMOKING:** Due to the use of flammable materials and health concerns from some of our pilots, RAMS has a no smoking policy. If you still must smoke when at the field, please do so at the far south end of the parking area.

**NO ALCOHOL:** There is absolutely no alcohol use at any time at the RAMS Field by pilots or spectators.

**HELI AND MULTIROTORS USE:** RAMS is a fixed wing RC Flying field. A few of our pilots enjoy flying helicopters and multirotors. They only can be flown when there is NO airplanes flying and must land when an airplane is ready for takeoff.

**FIRST PERSON VIEW (FPV):** RAMS follows the AMA recommendations. FPV Pilots must have a spotter at all times that can keep situational awareness of where other pilots are, other models flying and full size aircrafts proximity. We ask FPV pilots not to fly behind the flight line.

**USE COMMON SENSE:** Anytime you fly at RAMS, please KEEP IT SAFE. We are all about having FUN but it must be in SAFE manner for all of us. If there is a pilot that is deviating from the safety code or the RAMS Rules please bring this to his attention. One of the best things at RAMS is that we have a great group of pilots with a really good attitude towards RC Flying and keeping it safe. If the unsafe behavior continues, let the Safety Officer, Joe Schodt, know about it or to any of the other club officers.

**RAMS GOOD NEIGHBOR POLICY:** The survival of our flying field is dependent on keeping the land owner, the farmer and the neighbors happy. It is the right thing to do and fair towards them. Their safety is a primary goal. Their comfort is a priority. **NOISE CONTROL** is essential part of our policy to keep the neighbors comfortable. We do not allow flying of noisy electrics, gas or glow powered airplanes before 9:00AM or at night. Non noisy electric powered models can be flown anytime. We are mostly concerned about how loud an engine is when flying more than when it is on the ground. We don't base our decision on decibel meters. Noise is also related to the style of flying of the pilot and throttle requirements, the engine size, the silencer system being used and the propeller noise. Our noise restrictions apply to everyone flying at RAMS at all times and also applies to guests and pilots from other club with no exceptions. You may also need to keep in mind when you select a power system or an aircraft if it will comply with the noise regulations and if it will accommodate for the silencer systems that may be required. Any engine of 50CC displacement or more is required to use canisters silencers with no exceptions. Engines in the 35CC to under 50CC displacement will be required an enhanced silencing system or or installations of baffles or canisters. We know that the DLE35R and the DLE20 gas engines get loud enough at high speeds and we require the installations of baffles in the stock muffler. Club officers will inform a pilot if the noise of their aircraft engine in flight is too loud. Become acquainted with the **GOOD NEIGHBOR POLICIES** and **NOISE CONTROL** requirements at RAMS. If you feel you can not comply with them, RAMS may not be the right club for you. In that case we would encourage you to join clubs in our area with less restrictive noise regulations.

That is all. See you at the field and have safe fun flying!!!

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