

April 4, 2016

Hello everyone: The weather man did not get it right on the amount of rain but it definitely was a windy Friday and Saturday and most of Sunday until around 3:00PM when the wind dropped for comfortable flying. Sunday was a little bit chilly but good enough. We had the RAMS Club April meeting at 3:00PM to discuss a number of ongoing projects and start planing on the work needed to get the flying field up to speed.

Reminders: Please read below as there are some important housekeeping items for all of us to be aware.

**RAMS MAY MEETING:** RAMS Field at 3:00PM. Sunday May 1, 2016.

**IMP - RAMS CONSTITUTION / BYLAWS AND RULES:** As many of you know by the information the club membership has received on RAMS Updates and Newsletters, there is a committee that was formed early this year to update the RAMS Club's By Laws and Rules. The goal is to bring our written By Laws and Rules to the current way the RAMS Club do things. These club documents were written way over 15 years ago as I understand it. Basically we needed to put in writing all the decisions the club membership has made and voted for through the years and get them compiled in our official organization's documents. The process started by me with the updating of all the documents on a first revision. Then, the committee composed of seven members reviewed the documents and met for a discussion and prepared a second review . We now have an update on both the By Laws and Rules. These updated documents are ATTACHED to this email on a pdf file. Please download and familiarize yourself with these updates. Our By Laws require for the membership to vote to approve the documents. We will discuss and vote these documents on the May 1, 2016 meeting. Once approved, I (Dr. Joey) will be sending these documents to the AMA to update our club charter. And that's it! Thanks guys. Thanks to Joe Guttilla for helping to get the second review discussion of these documents in writing. Great job Joe!

**MOWING CREW NEEDED for this Friday, April 8.** We will start the maintenance program at the field. Mowing is needed badly. On Friday, after lunch and around 3:00PM we need mowing crews to come and lend a hand. If you have a riding mower, please come and help. A gas trimmer and blower would be helpful to trim around the fence and pilot stands. Weed and grass killer would be useful for inside the shelter area. If you arrive and there is no other riding mowers, just get started and do at least a part of the mowing. When Gary, JT or myself arrives, we will guide the needed work. And of course, remember that there is NO FLYING while the mowing and work crews are out on the field. We always try to finish this work quickly as to interfere the least with flying but just be patient and keep our volunteers safe. Thanks to all!

**RAMS BUILD EVENT "THE PIC A NIC":** Scheduled for Saturday, April 23 starting at 1:00PM. Any aircraft from a balloon, multicopter, helicopter, fixed wing or even a trash bag filled with helium can enter. It just have to be build including items typical of a picnic. **I NEED A HEAD COUNT:** Those of you that are planing to participate on the build event, please let me know at [acumed96@aol.com](mailto:acumed96@aol.com). We do need to know how many participants we will have. Thanks guys!

**AN THE WINNER IS!** We called for the first RAMS GLIDER Competition of 2016 for yesterday, Sunday, right after the club meeting. We had as many pilots as ONLY ONE. **And the WINNER is, our Joe Schodt**, who performed the best flight, the best time and had the best overall performance of all glider pilots that competed (well it was just him). Congratulations to Joe. More on his accomplishment will be posted on the next RAMS Newsletter.

**RAMS FIELD SIGNS REPAIRS AND UPDATE:** The signs repair and update committee discussed with the membership yesterday at the club meeting, the options on materials, average cost and what updates and repairs are needed. The committee leader, John Dunning together with Don KiryLuk and assisted by our builder extraordinaire, Gary Elliott will take the next steps to make it happen. Many thanks guys.

**RDRC 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: Saturday, June 4, 2016.** We will invite our fellow pilots from the PILOT Club to join us to fly and have a nice lunch. 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). 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!

**JOE NALL WEEK:** May 7 to the 14. This is the RC FUN FLY Event of the year.

**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 up to 4 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. After two visits to the field a guest pilot needs to submit an application for membership. If there are no positions available, the application will be placed on the waiting list.

**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 at the Club Officers Meeting. When notified by e-mail, the applicant must submit the application fee and initiation fee to start the process within 3 days or we will go to the next applicant. 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 A 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 not 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):** At RAMS, 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. The FAA is asking pilots to keep line of sight.

**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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RAMS Secretary / RAMS Newsletter Editor