

May 16, 2016

Hello everyone: WE ARE BACK!!! The Joe Nall is over and it was fun! Those of us who attended had a great time talking to friends, cooking burgers and hot dogs, looking at everything RC Flying and yes, doing some flying of our own. JT and I got RAMS Base headquarters established at the electric flying field and were visited by a number of RAMS pilots and pilots from other clubs in the Raleigh area. We had spending time with us Larry McMillen, Ben Davis, Colton and Randy Gibbs, Bruce Crozier, Larry Kauk, Greg Koepke, John Dell'Arciprete, Mike Lange and John Dunning. Most days were pretty hot and humid but we are used to that over there. Evenings were very pleasant and of course part of the fun was night flying. There was a good number of vendors and some of our pilots came with goodies from parts to airplanes we will soon see flying at the RAMS Field. We got to see some nice flying performances by company sponsored pilots on noon time demonstrations, we saw full scale gorgeous airplanes in the Triple Tree hangar including their most recent acquisition of a Mustang P-51. I have tons of pictures and video and little by little I will share as much as I can on the RAMS Facebook page and the RAMS Newsletter. This year was the first year of the implementation of noise rules at the Triple Tree Aerodrome. Even this huge big place is having problems with noise complaints from neighbors and its existence (an that of the Joe Nall FunFly) is on the balance pending controlling the noise coming from the flying fields. Most pilots improved their noise control measures like installing canister mufflers on the big airplanes, changing propellers to avoiding flying full speed all the time. Now I am looking to the Fall when the Electric Joe Nall will take place.

Yesterday (Sunday) we were back at the RAMS Field and there was some good flying going on. There was a little bit of wind and cross winds but our pilots handled it very well. There were maiden flights, good general flying and good conversation. Late afternoon the wind eased off for great flying conditions.

Reminders:

MOWING DAY: This coming Saturday, May 21st we need mowing crews. Let's get started **around 9:30 AM**. If you have a riding mower, gas trimmer and or blower, come and help us out. You can help by moving the airplane stands and benches out of the way of the riding mowers. If you want just to supervise, we want you there. If you want to come and give advice, we will be glad to ignore you but make you feel important. Often, we do the AFTER MOWING DEBRIEFING which is quite entertaining and if we end close to lunch time, we may go together for lunch. So, weather permitting, let's go and get the field in great shape. If some of you want to bring wood screws and drills, take a look at the airplane stands and fasten all the wood that is coming loose. **Reminder: There is no flying while the work crews are out on the field.**

RAMS JUNE MEETING: RAMS Field at 3:00PM. **Sunday June 5, 2016.**

IMP - In the agenda for discussion at this meeting is the SENIOR DAWN PATROL Proposal presented by John Dunning to the club membership. The proposal was presented with a brief discussion. Richard Leon presented a motion to discuss it further and make decisions on the June 5th meeting and it was approved. The proposal is as follows as presented by John: **Background** - We have approximately 10 to 15 RC Flyers, usually no more than 7 to 10 on any given day that have been flying every Tuesday and Thursday mornings at RDRC. This group is known as the Senior Dawn Patrol (SDP). These are good people that just want the opportunity to fly and enjoy each other's company. This is becoming more difficult to enjoy at the RDRC Club. **Proposal** - Allow the limited use of the RAMS Field to the SDP on Tuesday and Thursday mornings for a 3 month trial period. The SDP will pay RAMS \$50.00 per person per year for the privilege with a guaranteed \$500.00 minimum benefit to RAMS.

Details: 1. Tuesday and Thursday mornings, 9am to 1pm only. No make-up or "Rain Days". 2. SDP flyers will all continue being AMA members and over the age of 60. 3. All RAMS Field rules to be strictly followed. Full RAMS members that are also SDP members are responsible for compliance. 4. SDP members will have no membership privileges at RAMS outside the designated time. 5. At any time during the trial period, RAMS can review the arrangement and decide whether to continue the program or not. 6. The designated usage days and times are low / no usage times by regular RAMS members. If regular RAMS members come to the field during this time, they will have the priority field use. 7. The benefit to RAMS of these proposal is the additional revenue, at no additional cost or loss of membership

use privileges. John added: This is an opportunity for RAMS to promote good fellowship within the greater RC community.

Dr. Joey - If you want to participate in the discussion of this proposal, evaluate the pro and cons, voice your opinion and get involved in the subsequent decisions and vote, please attend the June meeting. See you there guys.

VERY IMPORTANT! MARK IT IN YOUR CALENDARS: THE ANNUAL RAMS FUNFLY

INVITATIONAL: Saturday, June 4, 2016. Our RC colleagues from the PILOT Club are joining us to fly and have a nice lunch. The activity will start at 9:00AM. **VERY IMPORTANT:** 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 enough for you and share with friends and visitors. It is also the opportunity to shine with the best Mac & Cheese ever or your signature desert. Let's welcome with good flying and lots of good food our guests from PILOT as they do for us when we go to their field. It promises to be a fun gathering so let's HAVE AT IT! Come and join us early and be there for lunch. I will have the grill up and running by 11:30AM.

FIRST IN FLIGHT RC JET RALLY: May 25 - 29. Wilson Industrial Air Center, 4545 Airport Drive N.W., Wilson, NC. Go to the RDRRC Club Website for more details.

RAMS INDEPENDENCE DAY CELEBRATION FUNFLY AND COOKOUT: More to come about this activity once we get the date set. This is the one where you need to have your night flyer ready. We eat, we fly and we eat some more.

NEW RAMS FIELD SIGNS: Everything is coming together. Materials are ready, the artwork is ready and everything will be installed when the signs are made. Check out the first signs installed. These are the rules signs by the fence. Many thanks to Gary for the installation and Greg for the decals job. In about a month or so you will see new front entrance signs. Also we will replace the old signs on the "Y" at the entrance road as you veer right into the field road. Keep looking, you will see them soon!!

RAMS 2017 OLYMPFREAKS: We are thinking about it. We are looking into the end of August - September or around when is not too hot. This is the signature competition event at RAMS. Why is it 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 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) ; 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 no 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!!!

Jose L. Armstrong, MD (Dr. Joey)
RAMS Secretary / RAMS Newsletter Editor