

June 6, 2016

Hello everyone: What a great weekend we had at RAMS. First in order is to thank Joe Schodt, JT, Gary and Richard Grimes for an amazing job well done in getting the RAMS Flying field mowed and good looking for the RAMS FUNFLY Invitational this past Saturday. Also a big thanks to the RAMS Club members that helped with different tasks on Friday afternoon and Saturday for the Fun Fly Cookout. Don, Joe G, Joe S and JT between others did a splendid job setting up food and facilities. Many thanks also go to the few RAMS members stayed later and lend a hand on cleaning up afterwards and made it very easy for us to get the shelter back to normal conditions. As always, Richard Leon took care of bagging and taking all the trash. Thanks Rich. I enjoyed organizing this activity but it was very satisfying and rewarding getting all this help from our comrades. I personally had a blast!

I am pleased with the larger than usual attendance to this activity despite the heat. We had a very good number of pilots between members from the PILOT Club, invited pilots from the RAMS waiting list and RAMS Pilots. We started officially by 9:00AM although some pilots were there even earlier getting their canopies set up. The mess hall had abundant food and by 11:30AM I fired up the grill and away we went churning out tons of hamburgers, hot dogs and kielbasa sausage. Everyone ate and was satisfied to their hearts content. Some good deserts were had and Joe Guttilla's homemade cake with sherbet assortment of flavors was well received for a very hot day. And yes! It was a hot day with high humidity but under the shelter we were reasonably comfortable. You ate, flew and came back to the shelter quickly for some cold water. As for flying, there was a steady flow of pilots flying their airplanes but no doubt the heat kept everyone slow into taking to the air. Fortunately, the forecasted rain in the afternoon was not more than a thunder rumble that passed quickly by the north and after a brief shower, the air cooled and the remaining afternoon got even better and less hot for flying for the few of us at the field at that time. So, we can declare our first big event of 2016 a major success.

Yesterday Sunday, we had the RAMS Club meeting. Club business was dealt with. We decided to have our RAMS INDEPENDENCE DAY Celebration and Cookout on Sunday July 3. Officially we will start at 2:00PM. We will have a super brief July RAMS Club meeting at 3:00PM to discuss any urgent matter that can't wait and then back to flying, eating and more flying. I will have the grill going by 5:00PM. We plan to stay for night flying. If you want to bring fireworks, you are welcome to do so. We also decided that the 2016 OLYMPFREAKS will take place. The date is pending but we are looking into fall when temperatures cool down a little bit.

There will be NO RAMS Update on Thursday this week so please pay attention and remember that we have a WORK / MOWING DAY call for this coming Saturday.

Reminders:

WORK DAY / MOWING DAY: We are now in full force with maintenance at RAMS. We need all hands on deck this coming **Saturday, June 11** starting at **9:00AM sharp**. **We need riding mowers** (as many as we can get please) and definitely we need **gas trimmers and leaf blower**. We need a crew to help **install the big entrance signs**. We also need a couple of volunteers with **drills and deck screws to fix all loose boards** on the airplane stands and the benches on the shelter as well as the picnic tables that with time are coming loose in the seat cross section supports. This is definitely one work day where we need everyone to show up and multitask to get all the jobs done timely. **IMP:** There is no flying while the work crews are out on the field.

RAMS INDEPENDENCE DAY CELEBRATION FUNFLY AND COOKOUT: We have a date now. **Sunday, July 3, 2016**. Starting officially at **2:00PM** with brief club meeting at 3:00PM at then continue flying, eating and then more eating. This event will be based on our classic bring your own food and drinks and plenty to share (**BYOF&D**). We will provide coolers full with ice and water. This is another event where you can show case your specialty side dishes and mac & cheese as well as deserts together with all the hamburgers and hot dogs that you can bring. Like every year, this event promises to be a lot of fun. I will fire up the grill by 5:00PM. One of the fun things to do in this event is to get some night flying done. Get your night flyers ready and bring them. If anyone wants to bring fireworks, you are

welcome to do so and we will give you time and space for your display. So, get this one on your calendars right now and don't miss it. And definitely, this is one to bring the family. And by the way, bring your gliders or any other fixed wing aircraft with a good glide for a **RAMS GLIDER COMPETITION SORTIE** to happen **around 4:00PM**. You know! The one that everyone takes off at the same time, climb under power for 30 seconds and then glide back down. The last one landing wins. See you there!!!

NEW RAMS FIELD SIGNS: Our main project of the year is coming together quite nicely. The two new big RAMS Rules Signs are already mounted on the fence. A super big thanks to John Dell'Arciprete who CNC routed the artwork developed by Greg into big PVC boards for our new entrance signs. JT, Gary and I spent hours on Sunday painting the artwork on the signs and everything is ready. Gary will put the finishing touches to get them ready for mounting next Saturday. The remaining two signs on the Y area of the entrance road will be replaced in the next few weeks after materials are prepared for Greg to apply the decals artwork. Thanks for the help to the club members that got involved in this project.

RUNWAY SEAL COAT: We are just about the time for the runway to receive its planned initial and so important first coat of sealer. As the summer goes on, we will let everyone know when this will be done so. Stay tuned.

RAMS JULY CLUB MEETING: A brief meeting is scheduled for **Sunday, July 3 at 3:00PM** during the RAMS INDEPENDENCE DAY CELEBRATION. We will deal with any urgent club business that can't wait until the August meeting.

RAMS 2017 OLYMPFREAKS: It is a go! The club members decided on the June meeting that they want to proceed and participate on the 2016 OLYMPFREAKS event. We are looking into the end of September or around when it 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 event is designed so even the less skilled pilot has a good chance at success just by pure luck. There will be more information coming as we decide on a date. And there will be all sorts of awards, recognitions and prizes more than ever before. So just by participating you may end up with a cool "something". Any airplane can be entered (no helis or multirotors) and you can participate in all or only specific events and use different airplanes for the different tasks. We will have the precision candy drop event for sure and we will furnish the candy drop boxes that can be attached to any airplane with velcro. More details will follow. Joe Schodt, Larry McMillen and I will be putting together the best OLYMPFREAKS ever at RAMS.

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 form 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