

June 23, 2016

Hello everyone: Here we go! The weekend is coming up soon! What is the weatherman guessing this time? Let's see the extended forecast: We are expecting that after the scorching heat today, by the weekend should not be as hot or humid. Friday: Winds 2 mph NNW, Afternoon Thunderstorms 60%, 92 degrees. Saturday: Partly Cloudy, 86 degrees, 4-6 mph winds NE. Sunday: Mostly Sunny, 87 degrees, 2-4 mph winds ENE. So, if it holds like the weatherman says, the weekend does not look bad at all and some good flying weather is ahead of us. See you at the field.

Reminders:

MOWING DAY HAS BEEN POSTPONED: Instead of this coming Saturday, we need **MOWING CREWS** for Saturday **JULY 2 at 9:00AM**. JT did us the favor of mowing the entire field yesterday so it is nice and ready for this weekend. We do need to get the field in shape for the RAMS INDEPENDENCE DAY FUNFLY, so we need help not this weekend but next. We need volunteers with riding mowers. Those of you that can also bring a **gas trimmer** to edge the runway, pilot stands and the fence it would be great. A **blower** would also be useful for the runway and pilot stands. So, let's get together and get the field in tip top shape for the FUN FLY. If you don't have any gardening equipment, just come to move benches and airplane stands out of the way of the riding mowers. Otherwise just come for moral support and supervise the work. On arrival, you may check with Gary, JT or myself about what is needed. And like always, when we are done, there is the ever so entertaining after mowing debriefing and who knows, maybe we can go out for lunch. See you there!

RAMS INDEPENDENCE DAY CELEBRATION FUNFLY AND COOKOUT: Put it on your calendars! It is less than two weeks away. **Sunday, July 3, 2016**. Official starting time at **2:00PM** with brief club meeting at 3:00PM and 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 showcase 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!!!

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.

FLIGHT PATTERN REMINDER: It is time to give a reminder that pilots must follow our safety rule of getting into the flight pattern. We have been doing a great job on this matter but lately and a bit often we have seen pilots flying all over and against the pattern. That is OK if you are the only one in the air. Let's just keep it safe. When a second model gets to the air, enter a common flight pattern based on flying against the wind over the runway and going around in an oval path. This keeps everyone flying in about the same direction and reduces chances of mid air collisions. If there is no wind or there is a crosswind east or west, pilots can then agree on what is the common flight pattern. We ask the more experienced pilots to help and remind the newer pilots about this safe flying behavior. For those of us that enjoy aerobatics, 3D and "flip flopping" please don't perform these over the runway. All this maneuvers can be done over the grass outfield and then return to the flight pattern. This is a safety problem that can be easily solved and it is also respectful to your fellow pilots. If for any reason you must break the flight pattern or take off / land against the pattern, announce in a loud voice so the other pilots are aware and immediately enter the correct flight pattern. Let's keep doing the great job we have been doing so far.

RAMS MEMBERSHIP LIST: Attached is a file with the most up to date membership waiting list and contact information.

RAMS 2017 OLYMPFREAKS: It is definitely 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 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.** We currently have 9 applicants on the waiting list. 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 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): 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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