

July 18, 2016

Hello everyone: This was one major hot weekend! A few of us were at the field and temperatures with the heat index were around 103 - 105 degrees. Besides the heat, Saturday and Sunday were just gorgeous with blue skies and light winds. Flying was just great!

Mowing was taken care on Saturday and thanks to JT, Gary, Joe Schodt, Richard Grimes, Don, Kevin and Charles we got the field looking fantastic. After work was completed, we got out of the heat and a group ended up having lunch together and had a good time.

Reminders:

**MOWING DAY:** Another mowing session is needed for this **coming Saturday (July 30, 2016) at 9:00AM**. 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 clean up and the pilot stands. 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 AUGUST CLUB MEETING: Sunday, August 7 at 3:00PM.** Topics of discussion are the RAMS 2017 OLYMPFREAKS, RAMS SWAP MEET and Club Hats and Shirts.

**RAMS 2017 OLYMPFREAKS:** This will be our next event. We will start by setting a date in the August club meeting. We are looking into possibly 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 SWAP MEET / RAMS HATS - SHIRTS:** Some pilots have mentioned about getting another RAMS Swap Meet organized like it was done last year. We will further discuss this idea in the RAMS August meeting and probably set a date. Joe Schodt also has suggested to explore again making RAMS Hats and or T-Shirts as some pilots have expressed interest and maybe we can have more commitment from the membership to buy them. This is also in the agenda for next meeting and if we have enough interest for both things we can go ahead. Come to the meeting and make your voice heard. As decisions are made I will keep everyone informed.

**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 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 of 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