

December 15, 2016

Hello everyone: First of all, I was notified of a change of date for the **PILOT CLUB FUN FLY** where RAMS has been invited. It was initially announced for January 1, 2017. The PILOT Club President has informed us the **date to be JANUARY 2 (Monday), 2017**.

And what the Weatherman guesses for the **weekend extended weather forecast**? For Friday: 33 degrees, ESE winds 3 mph. Chance of light freezing rain close to midnight. Saturday: 60 degrees, Cloudy, SSW winds 12 mph. 20% chance of rain. Sunday: 67 degrees, Cloudy, WSW 12 mph winds, 90% chance of rain starting by lunch time. Well!! It does not look like the best weekend weather. Unless conditions improved, looks like it will be workshop time to repair and build airplanes.

You all take good care!

Reminders:

RAMS JANUARY CLUB MEETING: SUNDAY, January 8, 2017 at 10:00AM at the **GOLDEN CORRAL, US1 / Wake Forest. We meet at 9:30AM for breakfast** if you want to join us.

ATTENTION RAMS PILOTS -- RAMS 2017 MEMBERSHIP RENEWAL ENDS IN LESS THAN THREE WEEKS: We need to keep it going guys! We need to get moving you all!!! ONLY 26 members have renewed as of December 11.

Mail your membership application / renewal form with the **renewal fee of \$135.00 ASAP** to our **treasurer, Larry McMillen, at the address at the bottom of the form. Don't delay! We need all the renewals received before December 31.**

YES! The deadline is December 31, 2016 (midnight). Positions not renewed will then be offered to the pilots on the waiting list.

Please make SURE YOU FILL A RENEWAL FORM. The treasurer receives your fee with the signed form and passes the form to me. I use the form to count you in as a renewed member and make sure your position is held for 2017.

Since we have many Pilots on the waiting list, I will start early January giving the non renewed membership spots to the the waiting list. So, Pilots on the waiting list, sit tight and I will get to you as membership positions are available.

COURTESY PHONE CALL REMINDERS FOR 2017 MEMBERSHIP RENEWAL WILL START SOON: We just don't want to leave any of our current club members behind. Starting on December 21, 2016, phone calls will be made to those RAMS Club full members that have not renewed to remind them of the deadline. It is our extra effort to **NOT LEAVE ANYONE BEHIND**. Joe Schodt, our Club Safety Officer, will be helping me out with this task.

WHAT HAPPENS IF I FORGET TO RENEW? The procedure to follow for a RAMS Members that does not meet the renewal deadline is to reapply for RAMS Club membership as a **new pilot**. The re-application fee will be \$135.00 plus the \$65.00 application fee (penalty fee) for a total of **\$200.00**. **You will be placed on a position on the waiting list** depending on how many pilots are in it at the time and when your request is received.

Please follow this procedure for the 2017 membership renewal:

Download the updated 2017 membership form available on the **RAMS Website** under documents - membership application (<http://ramsrc.com/pdf/membership.pdf>) **or the membership application / renewal form attached** to this RAMS Update email.

1. Complete all the information requested on the form in a legible manner. Remember that the form in my hands is the way I keep track of who renewed. The information you provide in the form is used to produce your membership card and update your contact information.

2. Sign the form. Read the form and get updated about your privileges and your responsibilities to the

club.

Send the form and renewal fee of \$135.00 to the club treasurer, Larry McMillen, at the address at the bottom of the membership application / renewal form. You may bring the form and fee to the field and give it to any of the club officers.

3. Family and Student members fill the form and include **\$50.00** fee.

4. Please:

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