

**NEXT MEETING**

Wednesday, Oct 2, 2019
7 p.m.
WaterStone Savings Bank
6560 S. 27th St.
Oak Creek, WI

2019 CLUB OFFICERS**President:**

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**MILWAUKEE CO R/C
ASSOCIATION DELEGATES**

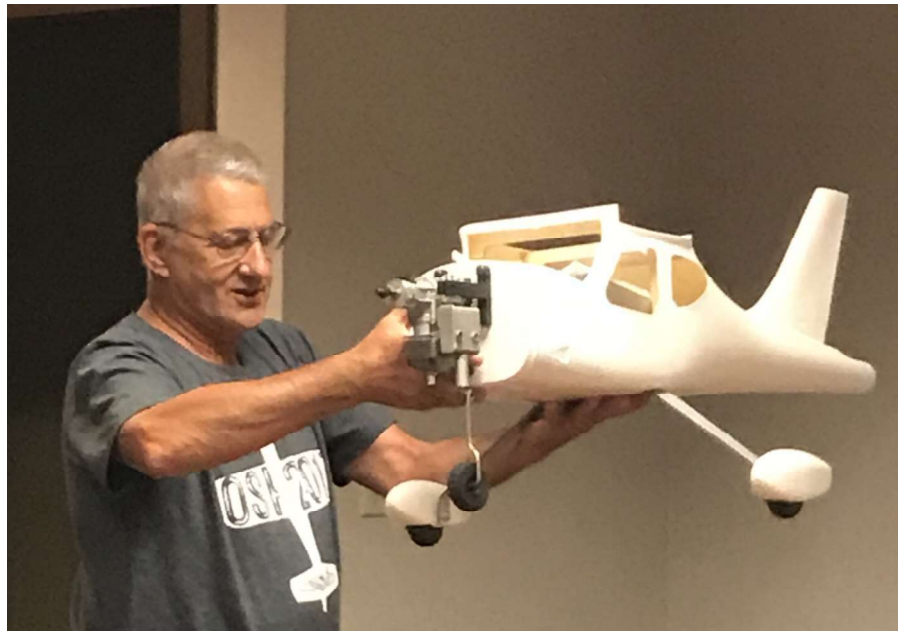
Tom Young
Bob Glowienka

The RAMS Horn

Monthly Recap

September in Review

Jim Hatzenbeller brought in his Glasair to show his progress on mounting the DLE 20 engine and to get some ideas for the choke linkage.



We also held our annual club picnic. We had to overcome a large rain fall earlier in the week that left the field more flooded that we have seen in a long time. We also had to move up the time for lunch to accommodate more storms that headed through the area early in the afternoon. Thanks to everyone who attended the picnic!

AROUND THE AREA

Upcoming Events

10/05/19 8AM - 12PM
End of the Season Swap Meet
Woodland Aero Modelers
Trinity Lutheran School
Burr Ridge, IL
woodlandaeromodelers.org

10/06/19 8AM
Annual Swap Meet
Winnebago RC Flyers
EAA Nature Center Pavilion
Oshkosh, WI
wrcf1269.com

10/19/2019 9AM - 2PM
Pot O' Gold Swap Meet
South Bend RC
St. Joe County 4H Fair Grounds
South Bend, IN
southbendrc.org

11/02/2019 9AM - 12AM
Annual Swap Meet
Chicagoland RC Modelers
St. John Lutheran School
Mt. Prospect, IL
crcmflyers.com



A Message from the President

Field Rules in Review

With the addition of many new members this year, this is a great opportunity for all of us to go over some of the basic field rules that not only keep our site safe, but also make for a more enjoyable experience for everyone. The rules that I would like to review today are the “Flying Areas” rules. These rules establish that **there are two separate flight areas** on our site. They are divided by an imaginary line along the east-west fence that, by definition, extend infinitely in both directions beyond the fence. By the rules, unless there is prearrangement of pilots present, helicopters and FPV operations are to take place on the south area and airplanes on the north area. If no pilots are occupying the opposite area, no prearrangement can be made with the non-existent pilots, and therefore the pilots present can choose to operate on in the north or south areas.

In any flyable wind condition, helicopters have proven to beat the air into submission and remain very controllable in all directions. This allows them to stay within the south area. Airplanes however are more sensitive to the winds and don't like to take off and land east-west when the winds are from the southeast or northwest. Because of this, rule 20 was implemented that *conditionally* allows take-off and landing using both the north and south areas by airplanes in southeast and northwest wind conditions. I would like to point out that this is a *conditional* allowance for airplanes to use the south area. The condition is prearrangement by the pilots of the north and south area. In this situation the use of the south area is also limited to take-off and landing. During all other phases of flight (not take-off or landing) we should still consider the AMA Safety Code which states that “Intentional flying behind the safety line is prohibited”.

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A Message from the President

Field Rules in Review Continued



I would like to add my suggestions to the prearrangement by the pilots. With good prearrangement, pilots have established two-way communications with each other. Each pilot knows of the operation that is set to take place and agrees to it. It is proper to announce, “taking-off” and “landing” at the flight line anytime that you are flying in a manner that the other pilots concerned are aware of it. The use of spotters is highly encouraged. It is also easier for spotters to communicate with other pilots/spotters and make sure the others have heard and understood our intentions. Spotters are also our set of eyes for everything else, when our eyes are fixated on our model. No matter which side of the field you are using and what model type you have, all standard field license holders have paid the same amount to contribute to the care and upkeep of the field. Let’s make sure we keep that fact in mind as we accommodate each aircraft’s flying needs and respect each other’s use of the field when we are out there. Thank you.



Event Recap

RAMS Picnic

Below is the field from the week before the picnic. It's incredible that most of the water went down and we were able to fly at the picnic at all. A big thanks goes out to **Tom and Pam Young** for grilling up all of the day's delicious food!



Club members and their families are enjoying the food and each other's company. **Mike McCullough** shows us how some parachute men are attached to the bottom of his plane before their big drop.



Event Recap

RAMS Picnic - Spot Landing

Jim Myszewski and Mark Polzin took a go at landing on the dot. Mark had the closest touch that I was able to get a picture of.



We saw some pretty aggressive flying and some landing gear had to be persuaded back into place.



Event Recap

RAMS Picnic - High Speed

Jeff Borowski flew his Reaction 54 jet, which always pleases the crowd. We clocked him at 149mph, but suspect there was even faster flights that didn't register with the radar gun. Jeff Wisneski flew his Zen coming in at 115 mph.



We saw a close call with the wind picking up in the afternoon, but Jeff recovered nicely.



Event Recap

St. Louis Airshow & the Red Arrows

Mike McCullough took a trip to the St. Louis air show to see the aerobatic team from the UK, the Red Arrows, on their first tour of North America in over a decade. Also shown is their Airbus A400m used to transport the team's gear and crew.

