



The AMA History Project Presents: History of the RADIO AIRCRAFT MODELERS SOCIETY (RAMS)



Began in 1969

Compiled by club members (06/2011); Reformatted by JS (12/2012)

The following was prepared by Dr. Keith Numbers, with the following contributors: Bill Lehn, Ron Van Putte, Bob Pinkus, Bill Neudigate, Chuck Fisher

Radio Aircraft Modelers Society (RAMS) AMA Club # 2434

Club History, 1969-Present

Prepared by: Dr. Keith Numbers

Contributors: Bill Lehn, Ron Van Putte, Bob Pinkus, Bill Neudigate, Chuck Fisher

This document is a record of the RAMS Club history from inception to present day. The RAMS club is the official RC flying club operating out of Wright-Patterson AFB, Ohio (WPAFB).

The Beginning

The early history of the RAMS club is actually an interesting sidebar of the history of old Wright Field itself. During World War II, Wright Field (now WPAFB Area B) saw tremendous buildup, including a large triangular concrete runway complex with the longest leg being 7000 feet. Full scale flight operations were ceased at Wright Field after 1963 and moved to adjacent Patterson Field (now WPAFB Area C). The wide open space and unused paved runways at Wright Field were naturally attractive to model flyers.

In the late 1960s, before the official club was formed, a small group of modelers operated radio control aircraft informally at Wright Field near the current site of the National Museum of the United States Air Force (NMUSAF). One of these modelers remembered that the B-36 that is now in the Museum was parked on the end of the runway near Woodman Drive and Springfield Pike until it went into the "new" Museum. The NMUSAF began moving to its current site starting in 1970.

In late 1968, several of the flyers in this group decided to formally establish a club as part of the WPAFB community. Captain Ron Van Putte led the effort to organize and establish the new club. Capt. Van Putte was an aeronautical engineering instructor at the Air Force Institute of Technology from 1964-1969. Mr. Don Lowe and Dr. Bill Lehn were also key founding members, then working as aerospace engineers at WPAFB. After an initial meeting with the base commander, the approval was given to begin planning for a formal radio control model club.

A clipping from the WPAFB newspaper, *The Skywriter*, dated 20 Dec 1968, announced the formation of the new club:

“MODEL FLIERS START W-P AIRPLANE CLUB Radio-controlled model airplane enthusiasts will have an opportunity to form their own club on the base. All Military and civilian personnel, and their dependents, are eligible to join, according to Capt. Ronald Van Putte, who is spearheading the organization. Persons interested in organizing such a group- for radio controlled only- should contact Donald Lowe, 52132; Maj Frederick Stark, 52388; or Dr. William Lehn, 54365. A meeting date will be announced in the near future.”

The base commander stipulated that only base military and civilian personnel be allowed to participate. Furthermore, to be consistent with base regulations, the commander requested a club constitution, by-laws, and flying rules, and Capt. Van Putte insisted the base require membership in AMA to fly radio control aircraft on base for safety and liability reasons. Once the base commander granted permission to formalize the club, it took several months to get all the documentation together and approved through base administrative offices including the Moral, Welfare, and Recreation office.

The following records are shown in the Appendix A:

- Request letter, dated 17 February 1969, from Capt Van Putte, complete with attachments including proposed Constitution, Bylaws, and Club Operating Instructions.
- Reply from the Staff Judge Advocate office, dated 25 Mar 1969, requiring membership of at least fifteen persons and quarterly meetings to be held.
- Subsequent revision and approvals, culminating in base commander approval, dated 13 May 1969, for flying on the base, including four other letters of approval.

The club constitution and by-laws have remained mostly unchanged from their original form, a testament to the hard work of Van Putte.

Establishing Early Field Operations

Per the original USAF approval documentation, the initial operating location was specified as closed runway 05/23 on the old Wright Field runway complex. (See Figure 1.) As evidence of the unique circumstances in operating an RC flying site on a military installation, note in Appendix A that the original operating instructions include a telephone call to the Patterson Field control tower to obtain clearance to operate radio control models!

As mentioned above, the NMUSAF was constructed on this runway starting in 1970. In the spring of 1971, in order to move away from the growing NMUSAF complex, the club requested approval to move to runway 00/18. A letter dated 19 May 1971, with attachment, shows a request to move to accelerated runway 00/18 with the flying area to the north of the accelerated runway intersection with runway 16/34.

Shortly thereafter, WPAFB began planning to construct Loop Road for base automobile traffic, with portions of the road along runway 16/34. As can be seen in Figure 1, Loop Road eventually ran right through the 1971 to 1972 flying site location. A March 1973 memorandum (Appendix B) indicated a new flying site farther to the south along runway 16/34 had been approved and would go into effect pending roadway construction. This location served as the RAMS flying

site for over thirty years, from 1972-2005. Note this memorandum includes a signature block of then RAMS President, Major Dick Rutan.

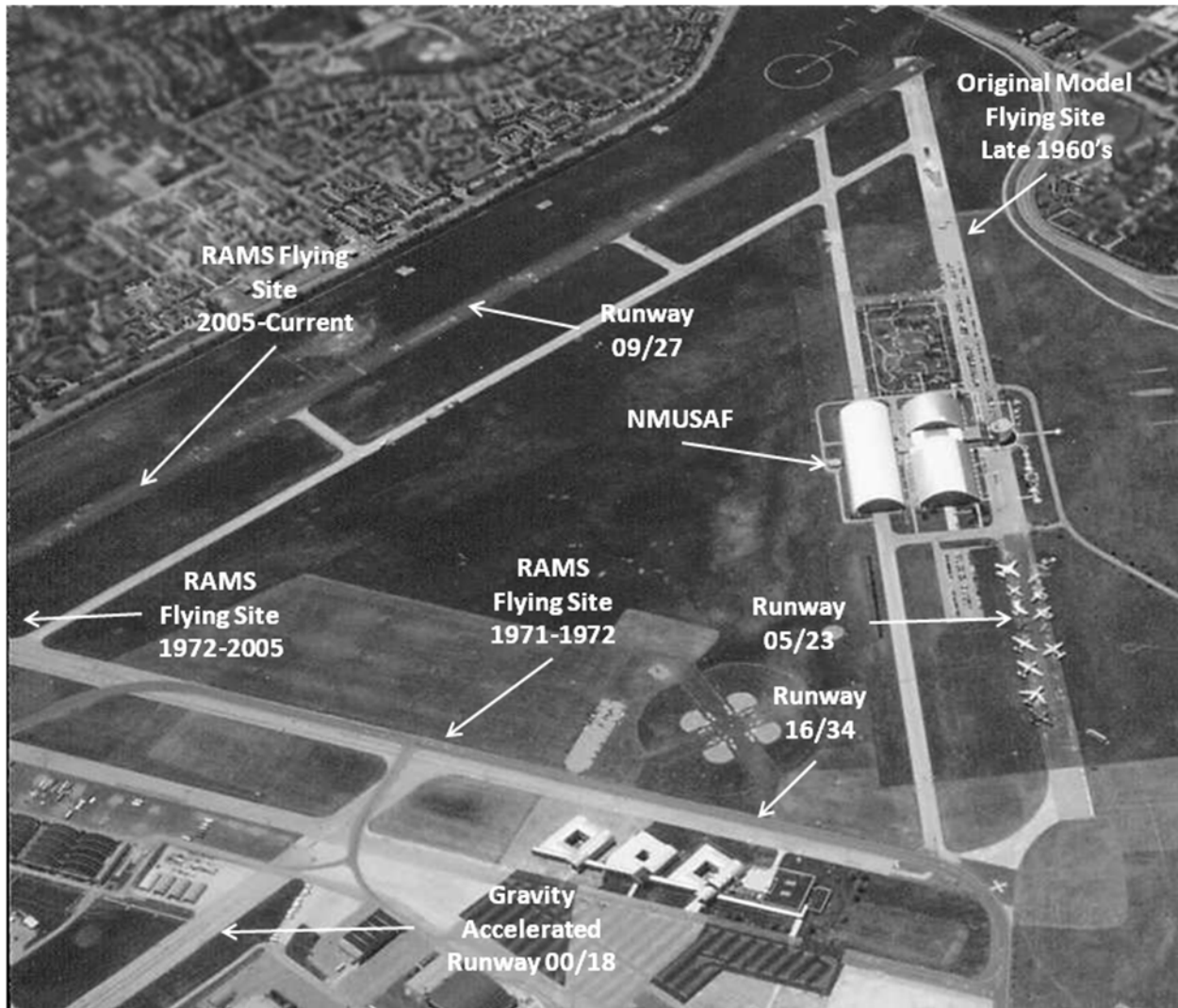


Figure 1. Aerial View of Wright Field, circa 1997-1998, looking southwest.

The Club Grows and Evolves

The early documentation shows that there were approximately 25 persons interested in forming the new club. It appears that these were a mix of civilian employees and military stationed at WPAFB. Many of the civilian members were also involved with other clubs in the Dayton area, primarily the Western Ohio Radio Kontrol Society (WORKS).

The club records from the 1970s and 1980s show that membership typically ranged from 50 to 70 persons. The club membership has been quite dynamic in its history. This is a natural result of military life, wherein airmen undergo frequent change of duty stations. Over the years, a core of civilian membership has kept the club operating, and welcomes a new batch of military members almost every year. New members are often young civilians, officers and enlisted personnel just beginning their careers. The RAMS club is extremely proud of its heritage in fostering a lifelong interest in aviation and aerospace for these future USAF leaders.

One of the requirements from the original documentation was that club meetings should be held quarterly. There is ample evidence in the records that the club did hold quarterly meetings, focused typically on the evolving operating instructions for flying on base, as well as safety and security. It appears that sometime during the early 1990s, these meetings were occurring only once per year. This policy continues today, with a yearly membership meeting to confirm AMA currency and discuss the past year's safety and security concerns.

Other notable events in RAMS club's history include:

- 1980: Guest flying was first approved. Until then, only club members were allowed to operate RC aircraft. The bylaws were updated to allow guest flyers with appropriate AMA membership to participate.
- 1981: The operating instructions reflect coordination with WPAFB laboratory testing for the first time, with "no-fly" days identified. This reflects the evolving multi-use nature of the field behind the NMUSAF, which includes laboratory testing, training, museum sponsored events, etc. RAMS has maintained successful coordination and non-interference with these activities. Also, first mention of dues and club budget. The original 1969 club constitution specifies that no finances would be involved, but obviously this has changed over the years.
- 1983: First mention of a frequency control board. It's apparent that the club practiced frequency management via the "word of mouth" method prior to this. A new frequency control board was developed that year and is still in use today.
- 1984: The fence appears. As security concerns evolved at WPAFB, the base decided to erect a fence around the field behind the NMUSAF, which would (and still does) restrict access to the RAMS flying site. This was a critical moment in the longevity of the RAMS club, as security and official USAF business have always been a priority on the field. Much appreciation is owed by the members to the club officers at the time (D. Koger and R. Pinkus), who were able to successfully negotiate with base officials to maintain access to the field via a locked gate entrance. The locked gate has been a challenge over the years, but RAMS has always maintained the security of the field with high priority.
- 1991: 72 MHz narrow band adopted as the standard transmitter specification per AMA policy.
- 1993: Weed control begins. The concrete runway areas where the club operated had typically been maintained by the NMUSAF, but budget cuts forced the Museum to scale back maintenance. Weeds began to emerge in the cracks between the concrete runway surface which eventually made model takeoff and landing challenging maneuvers. This forced the club to undertake a weed control program every spring, and became one of the clubs largest expenses.
- 1994: WPAFB real estate office requires license to operate. Per a new policy established by the base real estate office, RAMS was required to establish a license with the base to use the field, which included a requirement for additional liability insurance for the base itself. This appears to be the first year that RAMS became a fully chartered AMA club (#2434) and purchased site insurance through AMA.
- 2001: Club membership opened to on-site contractors. Until this time, only civil service employees, active duty military, and retirees were eligible to be RAMS members. As the base workforce evolved, it became clear that on-site contractors were a significant part of

the “Air Force family”. Hence, the club bylaws were updated to allow on-site contractors to be eligible for membership.

According to Ron Van Putte, the original RAMS club intent was simply an organization to enable personnel the privilege to legally operate RC aircraft in a designated area on base. Unlike many other active RC clubs, RAMS have never been very active in the social aspects of aeromodeling. However, over the years the club has supported RC static and flying demos during WPAFB community events, such as 4th of July celebrations and mall shows. Also, some club members have been active in supporting various RC events hosted at WPAFB, including; the Dayton Ohio Giant Scalpers, AMA Fun Flys, WWI Dawn Patrol, and SAE competitions. The membership has also been actively involved with other local RC clubs in the Dayton area, including WORKS, Springfield Model Aircraft Club (SMAC), Dayton Wingmasters, and the Miami RC Club.

Recent History

In 2005, the club again addressed its flying site location. The club had operated from the corner formed by runway 16/34 and the taxiway of runway 09/27 for over 30 years, with an excellent track record of safety and cooperation with base and Museum operations. However, with the advent of larger and faster models, including turbine powered models, some of the membership felt the flying site should move to main runway 09/27 in order to avoid over flight of the base roadway traffic. The club officers researched the base license, contacted laboratory and museum representatives, and the membership voted to move to the current location along main runway 09/27. This runway was recently repaved to support possible delivery of one of the space shuttles to the NMUSAF. The result is no doubt one of the best RC model flying sites in the world.

In the past decade, the fenced area behind the NMUSAF has become a very popular location for a wide variety of activities. This includes laboratory testing, military reserve training, and NMUSAF sponsored full scale and model aircraft public shows. Throughout all this activity, the club has been exceptionally cooperative.

Starting in 2004, the club voted to hold an annual summer picnic and fly-in. This has been quite popular, and remains the only other formal gather meeting beyond the annual membership meeting. Picnic pictures can be viewed in the photo gallery at www.fly-rams.com.

Notable Membership

The club heritage includes some famous names in RC and aviation. Here is a list (with short bios) of those notable members.

- Ron Van Putte – Ron was the principle founder of RAMS in 1969 while he was on active duty at WPAFB, instructing aeronautics at the Air Force Institute of Technology. Ron has been active in aeromodeling and AMA throughout his career. Ron wrote an aerobatics column for the *AMA Model Aviation* magazine for 20 years. He served as AMA District V Associate Vice President, was a member of the AMA Special Interest Groups Committee, and was Vice President of National Society of Radio Control Aerobatics (NSRCA).

- Don Lowe – Don was also one of the founding members of RAMS in 1969. During his aerospace engineering career at WPAFB he pioneered and developed remotely piloted vehicle technology. He was both a former Vice President *and* President of AMA. Don competed and judged in aerobatic competition for years, and received the AMA Meritorious Service Award in 1996.
- Richard (Dick) Rutan – Records show that then-Major Dick Rutan was stationed at WPAFB from 1972 to 1975. He served as the RAMS Club President during this time. Of course, Dick has achieved an amazing record of accomplishment in full scale aviation, including the global circumnavigation in the *Voyager*.
- Dean Koger – Dean was a club member, placed third in the AMA Nationals FAI Pattern class, and participated with the World Champion US FAI team that year.
- Ken Bonnema – Ken has designed and published several competitive pattern ships over the years, including the *Jester* biplane (1967), the *Brushfire* (1978), *Zlin 526* (*Model Aviation*, February 1980), and *Reed Falcon* (1984). Ken is currently retired from the Air Force Research Laboratory after 30+ years of service. (See Figure 2.)
- Steve Rojecki - Steve has been flying RC airplanes for over thirty years. Steve flew RC pattern for many years and finished in the top 10 at several AMA Nationals and US F3A team trials during the late 1980s. Steve was also a competitor in the Tournament of Champions, placing first in 1984 with Ken's *Reed Falcon* design. Steve was a past president of RAMS for several years as a young USAF officer.



Figure 2. Photo of Ken Bonnema with his *Brushfire* design at the RAMS flying site.

Record of Club Officers

Year	President	Vice President	Secretary/Treasurer
1969	Cpt R. VanPutte	Cpt P. Freedman	Maj T. Stark
1970	Maj S. Kianka	Cpt P. Freedman	M. Richardson
1971	Maj S. Kianka	Cpt P. Freedman	M. Richardson
1972	Maj R. G. Rutan	D. Sedlock	M. Richardson
1973	Maj R. G. Rutan	D. Sedlock	M. Richardson
1974	Maj R. G. Rutan	D. Sedlock	M. Richardson
1975	?	D. Sedlock	?
1976	Maj J. Williams	D. Sedlock	G. Gaugler
1977	Maj J. Williams	D. Sedlock	G. Gaugler
1978	Maj J. Williams	D. Sedlock	G. Gaugler
1979	Lt S. Rojecki	?	Maj M. O'Brian
1980	Lt S. Rojecki	R. Lach	Maj M. O'Brian
1981	LtC P. Smith	R. Pinkus	LtC D. Cline
1982	LtC P. Smith	R. Pinkus	G. Meyer
1983	Col B. Krawitz	R. Pinkus	R. Hoffman
1984	LtC D. Koger	R. Pinkus	Maj M. Sanders
1985	LtC D. Koger	R. Pinkus	2Lt R. Clausen
1986	?	R. Pinkus	2Lt R. Clausen
1987	Col W. Neudigate	R. Pinkus	2Lt R. Clausen
1988	Col W. Neudigate	R. Pinkus	2Lt R. Whorton
1989	Col W. Neudigate	R. Pinkus	2Lt R. Whorton
1990	Col W. Neudigate	R. Pinkus	Lt C. Good
1991	None	R. Pinkus	Lt C. Good
1992	Maj G. Butkus	R. Pinkus	Lt C. Good
1993	LtC P. Misuinas	R. Pinkus	A. Tewksbury
1994	LtC P. Misuinas	R. Pinkus	A. Tewksbury
1995	LtC P. Misuinas	R. Pinkus	A. Tewksbury
1996	LtC P. Misuinas	R. Pinkus	A. Tewksbury
1997	LtC J. Fiene	R. Pinkus	A. Tewksbury
1998	Col W. Neudigate	R. Pinkus	A. Tewksbury
1999	Col W. Neudigate	R. Pinkus	R. Nolin
2000	Col W. Neudigate	R. Pinkus	R. Nolin
2001	LtC C. Fisher	R. Pinkus	R. Nolin
2002	LtC C. K. Fisher	R. Pinkus	R. Nolin
2003	LtC M. Pilkenton	R. Pinkus	R. Nolin
2004	Col G. Fike	G. Kretzler	R. Nolin
2005	Col G. Fike	G. Kretzler	K. Numbers
2006	LtC M. Pilkenton	G. Kretzler	K. Numbers
2007	M. Pilkenton	G. Kretzler	K. Numbers
2008	M. Pilkenton	G. Kretzler	K. Numbers
2009	M. Pilkenton	G. Kretzler	K. Numbers
2010	M. Pilkenton	G. Kretzler	K. Numbers

Appendix A
Original RAMS Club Approval Documentation

*Marked for MAFNE
(W.L. Sperry)*

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2750TH AIR BASE WING (AFLC)
WRIGHT-PATTERSON AIR FORCE BASE OHIO 45433



PLY TO
ATTN OF: EWO

13 MAY 1969

SUBJECT: Flying Radio Controlled Model Aircraft

TO: Captain Ronald E. VanPutte
President, Radio Aircraft Modelers Society
AFIT-SEA

In accordance with the provisions of club by-laws and regulations as approved by the Base Commander, permission is granted for club members to fly model aircraft from closed runway 05/23 at Wright Field. In the event an aircraft lands on or near active runway 09/27 coordinate with Patterson Operations prior to retrieving the plane.

FOR THE COMMANDER

Harold H. Sperry
HAROLD H. SPERRY

Lt Colonel, USAF
Chief, Base Operations
and Training Division

Cy to: EWL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2750TH AIR BASE WING (AFLC)
WRIGHT-PATTERSON AIR FORCE BASE OHIO 45433




REPLY TO
ATTN OF EWAS

7 Apr 69

SUBJECT: Private Association

TO: EWJ
EWA
EWG
IN TURN

Attached for approval is copy of Constitution and Bylaws, Radio Aircraft Modelers' Society, revised as recommended by Colonel Gasiewicz, Staff Judge Advocate, on 25 Mar 69.


WILLIAM R. SMITH, Acting Chief 1 Atch
Personnel Services Branch a/s
Personnel Division

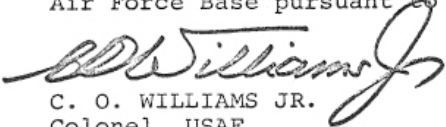
1st Ind

30 APR 1969

EWG

TO: EWAS

Authority is granted the Radio Aircraft Modelers' Society to function as a private association on Wright-Patterson Air Force Base pursuant to the provisions of WPAFBR 176-2.


C. O. WILLIAMS JR.
Colonel, USAF
Commander

1 Atch
n/c

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2750TH AIR BASE WING (AFLC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433



REPLY TO
ATTN OF: EWJ

24 April 1969

SUBJECT: Constitution and Bylaws - Radio Aircraft Modelers' Society

gr² TO: EWA
EWG
IN TURN

A handwritten signature in dark ink, appearing to be "EWA", written over the typed name "EWA".

Attached constitution and bylaws have been reviewed and found to be
legally sufficient.

A handwritten signature in dark ink, appearing to be "Sigmund I. Gasiewicz", written over the typed name.

SIGMUND I. GASIEWICZ
Colonel, USAF
Staff Judge Advocate

1 Atch
a/s

DEPARTMENT OF THE AIR FORCE
AIR FORCE INSTITUTE OF TECHNOLOGY (AU)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433



REPLY TO
ATTN OF AFIT-SEA/Capt. Van Putte/53025

1 April 1969

SUBJECT: Radio Aircraft Modelers' Society

TO: EWAS (Mr. W. R. Smith)

Attached is the proposed constitution for the Radio Aircraft Modelers' Society as modified to incorporate additional provisions as required by WPAFBR 176-2 and specifically mentioned in the 25 March 1969 letter from the Staff Judge Advocate.

Ronald E. Van Putte
Ronald E. Van Putte, Capt, USAF

1 Atch
1. Proposed Constitution

Strength Through Knowledge

EWAS

EWJ

²⁵
~~27~~ March 1969

Private Associations

EWA
EWG
IN TURN

1. The attached proposed constitution and bylaws for a "Radio Aircraft Modelers' Society" have been reviewed and require two additions for legal sufficiency:

a. at least fifteen charter members are essential before the Society may come into being;

b. meetings at least quarterly are mandatory.

SIGMUND I. GASIEWICZ
Colonel, USAF
Staff Judge Advocate

1 Atch
Constitution &
Bylaws

EWAS

26 Feb 69

Private Association

EWJ
EWA
EWG
IN TURN

1. Request your review of attached constitution and bylaws for legal sufficiency.
2. This branch fully understands that favorable opinion of legal sufficiency of the constitution and bylaws does not automatically authorize the establishment of a private association. If, in your opinion, the constitution and bylaws are legally sufficient, request they be forwarded thru EWA to EWG for consideration of a private association on Wright-Patterson Air Force Base.
3. If additional information or changes are required, please return to EWAS.

WILLIAM R. SMITH, Acting Chief 1 Atch
Personnel Services Branch Constitution and Bylaws
Personnel Division

DEPARTMENT OF THE AIR FORCE
AIR FORCE INSTITUTE OF TECHNOLOGY (AU)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433



REPLY TO
ATTN OF: AFIT-SEA/Capt. Ronald E. Van Putte/53025/54089 17 February 1969

SUBJECT: Formation of On-Base Radio Controlled Model Airplane Club

TO: Commander, Wright-Patterson AFB

THRU: EWASM (Mr. W. R. Smith)

1. It is requested that a group of radio controlled model airplane fliers be permitted by the Commander, Wright-Patterson AFB to form a private association without funds on Wright-Patterson AFB.
2. The purpose of the activity is to realize the fullest possible enjoyment and to derive the greatest benefits from the hobby of building and flying radio controlled miniature aircraft.
3. The proposed name of the club is Radio Aircraft Modelers' Society (RAMS). At a meeting of prospective members held on 30 January 1969 there were approximately 25 people in attendance. An additional 10 people indicated an interest in the club but were unable to attend the meeting. Minutes of that meeting are enclosed.
4. Copies of the proposed constitution, bylaws and club operating instructions are enclosed.
5. Club membership would be on a voluntary basis and not restricted to any race or creed.

Ronald E. Van Putte

RONALD E. VAN PUTTE, Capt, USAF
Assistant Professor of Aeronautical Engineering
Air Force Institute of Technology

- 3 Atch
1. Cy of Minutes of RAMS Mtg.
 2. Cy of Proposed Constitution and Bylaws
 3. Cy of Proposed Club Operating Instructions

Strength Through Knowledge

CONSTITUTION

ARTICLE I-NAME

Section 1. The name of this organization shall be Radio Aircraft Modelers' Society, hereafter referred to as the "Club."

ARTICLE II-AUTHORITY AND OBJECTS

Section 1. This Club is hereby established as a private association activity with no private association funds.

Section 2. The purpose of the Club is formed to realize the fullest possible enjoyment and to derive the greatest benefits from the hobby of building and flying radio controlled miniature aircraft. Other purposes are listed below but shall not be considered exclusive.

- a. To encourage the study and discussion of problems and techniques involved with the hobby.
- b. To encourage an interest in the hobby in other people.
- c. To provide a meeting place and a flying site for Club members.

ARTICLE III-FISCAL YEAR

Section 1. The Fiscal Year shall extend from 1 January to 31 December although no private association funds will be involved.

ARTICLE IV-BYLAWS AND OTHER REGULATIONS

Section 1. Bylaws and other regulations deemed necessary by the Department of the Air Force and Club members shall be adopted and have the force and effect as if published as a part of the Constitution; provided that all such proposals adopted by the Club membership must be consistent with pertinent Air Force regulations and with this Constitution.

ARTICLE V-MEMBERSHIP

Section 1. Charter membership shall include at least fifteen members.

Section 2. Membership shall be on a voluntary basis. Those eligible for membership will be in accordance with AFR 215-2.

ARTICLE VI-OFFICERS

Section 1. The Officers for the Club shall be a President, Vice-President and Secretary.

Section 2. Officers of the Club shall be elected during November by a majority vote of active members of the Club for a term of 1 year.

ARTICLE VII-QUORUMS AND MEETINGS

Section 1. General membership meetings shall be held at least quarterly.

Section 2. The quorum for general membership meetings shall be at least 50 per cent of the active Club membership.

Section 3. There shall be one annual meeting for the general membership for the purpose of electing officers and transacting business. This annual meeting will be held not later than 1 month before the end of Club's Fiscal Year.

Section 4. Upon written request of at least 50 per cent of the active Club membership, the President shall be required to call a special membership meeting. (Further, he may do so at his own discretion. All members shall be notified, if possible, at least 2 weeks in advance thereof.)

Section 5. All procedural matters in connection with general membership meetings not otherwise provided for herein shall be governed by Robert's Rules of Order.

ARTICLE VIII-VOTING

Section 1. Active members only shall be allowed to vote on any matter requiring a vote, and they shall be entitled to only one such vote, which may be made in person or submitted by mail, addressed to the Club. Votes cast by mail must be returned to the Club 7 days before the meeting.

Section 2. There shall be no proxy voting.

Section 3. It shall require a majority vote of active members to effect passage of any resolution except when otherwise provided for by regulations.

ARTICLE IX-FINANCE

Section 1. There will be no funds collected or dispersed.

ARTICLE X-DISSOLUTION

Section 1. Dissolution of the Club may be accomplished by majority vote of those present at a regular or special meeting of the Club.

ARTICLE XI-AMENDMENTS

Section 1. This Constitution may be altered or amended by a two-thirds vote of all votes of the membership by mail, and/or by members present at a regular or special meeting, provided the proposed amendment shall have been presented to the members of the Club for at least 30 days before the meeting at which the proposed amendment is to be considered. Such amendments and changes must be consistent with applicable Air Force regulations. All votes cast by mail must be returned to the Club 7 days before the meeting.

Section 2. Any proposed amendment or change shall be voted upon within 60 days of the time the proposal is made; and, in the event of favorable action, the amendment or change shall go into effect immediately unless otherwise specifically provided.

ARTICLE XII-ADOPTION OF CONSTITUTION

Section 1. This Constitution shall become effective immediately upon adoption by the Club and approval of the Base Commander. Such authorization shall be filed with the original copy of the Constitution in the permanent records of the Club.

BYLAWS

ARTICLE I-MEMBERSHIP CLASSIFICATION AND PRIVILEGES

Section 1. Membership shall be classified as active only.

Section 2. Active membership will be limited to active-duty and retired military personnel of the Armed Forces and civilian federal employees employed at WPAFB and their dependents. Active members in good standing shall have all privileges and benefits of the Club.

Section 3. Only active members may fly models at the Club flying site.

Section 4. Membership will be limited to personnel who have a valid Academy of Model Aeronautics (AMA) license (to insure adequate liability insurance coverage and provide rules for safe operation of model airplanes) and a valid Federal Communications Commission (FCC) license.

ARTICLE II-MEMBERSHIP APPLICATIONS, RESIGNATIONS AND EXPULSIONS

Section 1. The number of active members shall be limited at the discretion of the Club.

Section 2. Applications for membership shall be accepted by the Secretary who shall bring them to the attention of the Club for necessary action at the next regular meeting.

Section 3. Resignations shall be addressed to the Secretary who shall bring them to the attention of the Club for proper action at the next regular meeting.

Section 4. At the discretion of the Club an individual's membership may be discontinued. Suspension shall take place immediately upon such action and final expulsion at a date set by the Club.

ARTICLE III-FLYING REGULATIONS

Section 1. Flying regulations and any other regulations deemed necessary by the members of the Club shall be adopted and have the same force and effect as if published as a part of these Bylaws. It is mandatory that all members comply with such regulations or face expulsion action.

ARTICLE IV-DUTIES OF OFFICERS AND MEMBERS

Section 1. It shall be the duty of all officers to conduct the activities of the Club in an efficient and business like manner and safeguard the interests of the Club at all times.

Section 2. The President shall:

- a. Be the chief executive of the Club and preside at all meetings of the Club. He shall execute with the Secretary, in the name of the Club, all certificates of membership, contracts, following their approval by the Club.
- b. Coordinate Club business with the Club Advisor and seek guidance from the base staff member designated to supervise the Club program.
- c. Insure the compliance of appropriate directives in all areas of the Club operation.

Section 3. The Vice-President shall:

- a. Act as President in the absence of that official.
- b. Have complete charge of all elections except for the replacing of Vice-President, in which case an officer chosen by the Club shall preside.
- c. Perform such other duties as the Club may prescribe. In the event of the absence of both the President and the Vice-President at any regular or special meeting, a chairman shall be chosen by the members present to preside at such a meeting.

Section 4. The Secretary shall:

- a. Keep the minutes of the general meeting. He shall serve notice of all meetings, handle Club correspondence, and disseminate pertinent information to the Club members.
- b. Execute with the President, in the name of the Club, all certificates of membership, and instruments following their approval by the Club.
- c. Maintain a reference file of applicable regulations and directives for the Club. He shall seek guidance from the Information Officer on matters of publicity and public relations.
- d. Perform other appropriate duties as prescribed by the President; all his duties will be subject to the control of the Club.

Section 5. The duties of the members shall be:

- a. To attend all meetings.
- b. To conduct themselves in a proper and fitting manner.
- c. To uphold the dignity of the Club at meetings and on the flying field, to be alert and mindful of the Club's interests.

- d. To exercise due caution and safety in flying.
- e. To observe all State, Local, Club, AMA and FCC flying rules and regulations.

ARTICLE V-FINANCES

Section 1. There will be no Club funds.

ARTICLES VI-INITIATION FEES

Section 1. There will be no initiation fee.

ARTICLE VII-DUES

Section 1. There will be no dues.

ARTICLE VIII-REVISION OF ASSESSMENTS

Section 1. There will be no assessments.

ARTICLE IX-ADOPTION

Section 1. These bylaws will become effective immediately upon adoption by the Club, and upon approval by the Base Commander.

ARTICLE X-AMENDMENTS

Section 1. These bylaws may be altered or amended by a two-thirds vote of all votes of the membership by mail, and/or members present at a regular or special meeting, provided the proposed amendment shall have been presented to the members of the Club for at least 30 days before the meeting at which the proposed amendment is to be considered. Such amendments and changes must be consistent with applicable Air Force regulations. All votes cast by mail must be returned to the Club 7 days before the meeting.

Section 2. Any proposed amendment or change shall be voted upon within 60 days of the time the proposal is made, and in the event of favorable action, the amendment or change shall go into effect immediately unless otherwise specifically provided.

ARTICLE XI-DISSOLUTION

Section 1. To dissolve the Club, action shall be taken as specified in Article X of the Club Constitution.

S/T Ronald L Van Patten, Capt, USAF
President, RAMS

S/T Frederick T. Stank, Major USAF
Secretary, RAMS

S/T _____
Colonel, USAF
Base Commander

Club Operating Instructions

1. All flying shall be conducted on Runway 23, Area B.
2. Flight clearance for model operation shall be obtained by first flier by telephone to Patterson Flight Operations. Flight Operations shall be notified of cessation of flying activities by last flier.
3. Access to Runway 23 shall be via the perimeter road. Traffic across taxi strips, ramp areas or other runways is prohibited.
4. Flying shall originate at approximately the halfway point of Runway 23. Flying shall be confined to the vicinity of Runway 23 and shall stay clear of any active air traffic.
5. Model altitudes shall be limited to 500 ft.
6. Model flight outside field boundaries is prohibited.
7. Evidence of purposeful unsafe flying or violations of these instructions shall be cause for dismissal from the club.

Appendix B
Notification of RAMS Flying Site Relocation

RADIO AIRCRAFT MODELER'S SOCIETY
(RAMS)

Operating Instructions for RAMS members flying on Wright Field. Effective 20 March 1973.

1. The following list of OIs (Operating Instructions) should be brought to the attention of all RAMS members. Each member is encouraged to keep a copy of this letter handy at the flying site to answer questions or help settle disputes. All concerned base agencies will be made aware of these OIs. However, if a situation arises concerning our activities, handle the matter diplomatically. Contact one of the Club officers in the event of any difficulty.
 - a. The access route shown on the attached map is the only one permitted. Do not drive across the curb on the NE/SW runway. Park, as shown, on the taxiway not on the grass.
 - b. Only current RAMS members are allowed to fly R/C aircraft at the site. No guest flying is permitted. Spectators are limited to members of the immediate family and/or pit crew/safety observer. The flying site is in a restricted area and casual spectators, south of the loop road, are prohibited (area patrolled by Air Police).
 - c. RAMS members will display membership cards on their person. If you see someone without a card, inquire as to his status.
 - d. Only R/C aircraft are to be flown at the site. No R/C cars, control line or free flight aircraft are permitted.
 - e. Color coded frequency flags are required on all transmitters.
 - f. AMA safety rules will be strictly adhered to at all times, i.e., stay under 400 feet AGL, don't buzz the pit area, etc. Repeated violations can only lead to expulsion.
REMEMBER - SAFETY IS PARAMOUNT!
 - g. Flying is permitted only during non-duty hours except on specially arranged occasions. This is required to prevent conflict with official base activities and to reduce spectator problems. The Air Force also conducts R/C flight testing during duty hours.

h. The East/West runway is considered active for full size aircraft from sunrise to sunset weekdays. Although flying activities are extremely light, members are cautioned to be on the alert and cease flying during any such period.

i. Mufflers are presently not required but their use is encouraged.

j. Avoid flying over the ramp, hangars, and loop road areas. The proximity of Airway Road should be noted, so don't stretch your luck. Confine your flying to the vicinity of the Club site and westward toward the E/W taxiway.

k. Garbage cans are not provided, so clean up the areas before you leave. Even if the mess is not yours. No alcoholic beverages are to be consumed at the site.

1. All accidents involving government property will be reported to the Club President and the base flight safety officer as soon as possible.

2. The above list of OIs may seem very restrictive, but are necessary in order to insure our continued use of the site. Flying sites are hard to come by, so don't let one "goof off" jeopardize our operation.

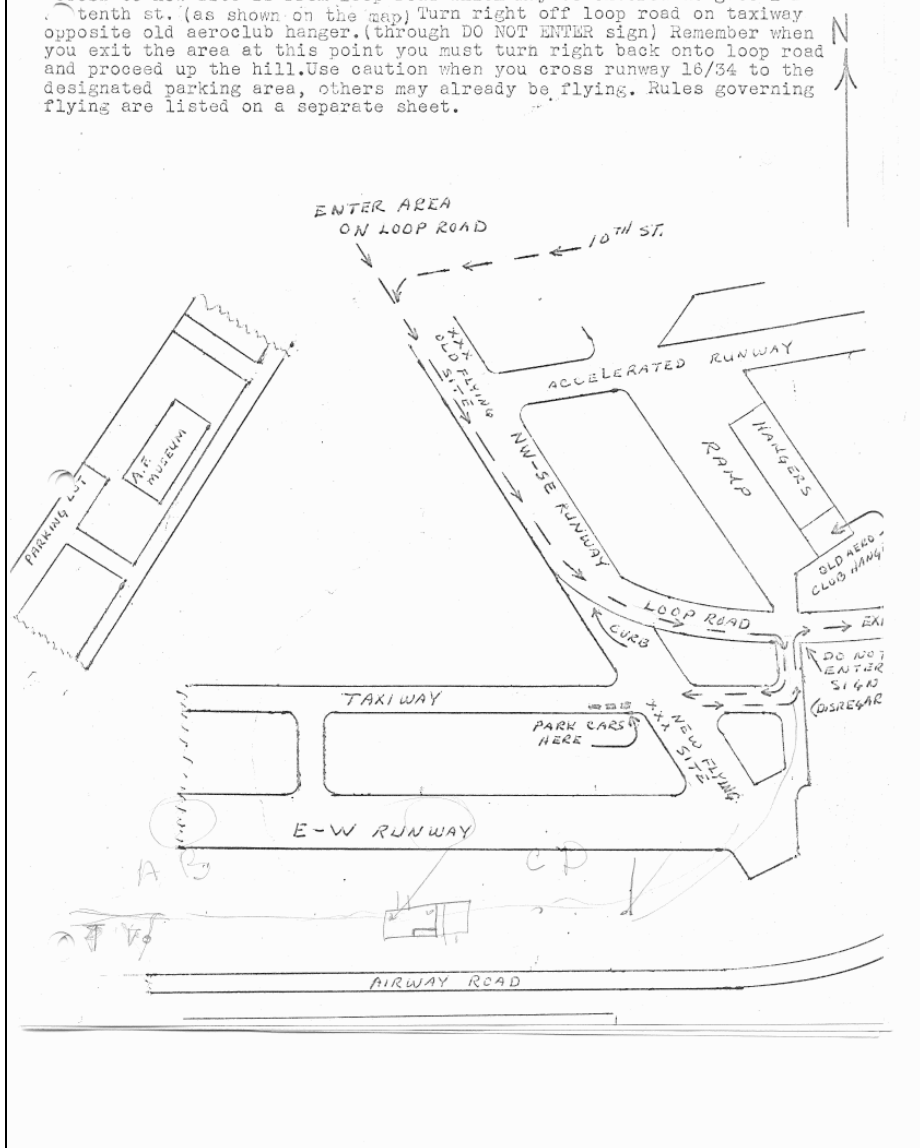
RICHARD G. RUTAN, President
236-4219 or 76271

DENNIS SEDLOCK, Vice-President
53528

MARTIN RICHARDSON, Secretary
233-3929 or 52318

RAMS R/C FLYING SITE

Access to new site is from loop road which may be entered at gate 1-B
 tenth st. (as shown on the map) Turn right off loop road on taxiway
 opposite old aeroclub hanger. (through DO NOT ENTER sign) Remember when
 you exit the area at this point you must turn right back onto loop road
 and proceed up the hill. Use caution when you cross runway 18/34 to the
 designated parking area, others may already be flying. Rules governing
 flying are listed on a separate sheet.



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AMA History Project
 National Model Aviation Museum
 5151 E. Memorial Dr.
 Muncie IN 47302
 (765) 287-1256, ext. 511
historyproject@modelaircraft.org

