



## Field Reopens May 26, 2021!!

Good news everyone! We are open for business again!!!

We are something of an anomaly for the City to deal with since we are not exactly a sports field, tennis club or golf course. So after Premier Ford announced limited reopening of some outdoor activities on May 20th, it took a couple of extra days for the City's legal staff to review our operation. We argued that we are in fact safer than any of the listed outdoor activities that were approved to open because our pilot stations are 15 feet apart and we control access to the field via our online booking system limiting attendance to 5 people max concurrently. Fortunately on Tuesday morning following the long weekend, a positive decision was made and we received the official permit to open the field on May 26th.



Zoltan has opened up the online booking system which allows up to 5 members at a time to book up to two consecutive 2-hour time slots. Please book your times online, continue to keep physical distance and wear a mask if you are in close proximity with others.

We are hoping that by mid-June the Province will allow outdoor gatherings of 10 people as planned in Ontario's Step One of the reopening plan providing that COVID case numbers continue to fall.

Please note that the permit is posted online in the Library Section of the web site and a copy will also be stored in the charging station box if anyone questions our use of the field. Happy flying and stay safe everyone!

## Field Opening Celebration Zoom Meeting Wednesday June 2<sup>nd</sup> @ 7:30 PM



We always used to have a field clean up and season opener at the field in May but since we can't really do this with a limit of only 5 people at the field, let's get together for an informal social gathering online.

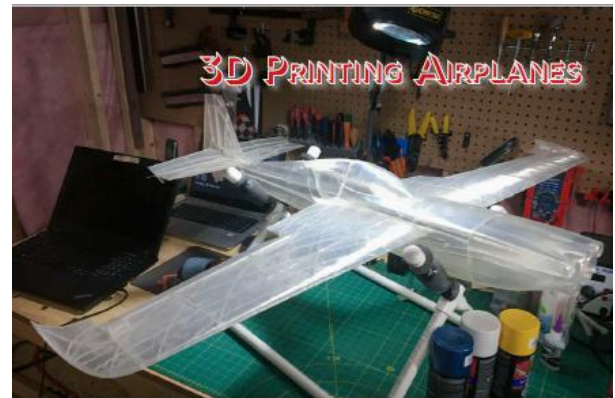
Please join in and be ready to tell us what kept you sane over the last few months during lockdown. I am guessing there are quite a few new airplanes that have been put together over the winter that are ready to maiden. Would you like to show them off and let us see them at this meeting? An email invitation will go out soon for this meeting.

## Your 2021 Club Executive

- President & Editor, Tom Gottlieb..... (416) 781-3189
- Past President, Val Oddo ..... (416) 566-9807
- Vice President, Zoltan Pittner ..... (416) 823-0796
- Treasurer & Membership, Bruce Gillespie..... (416) 741-4385
- Secretary, Milt Charlton..... (647) 974-6391
- Program Director, Paul McMillan ..... (647) 618-8291
- Field Officer, Ethan Earle ..... (647) 774-2248
- Chief Flight Instructor, Randall Thomas ..... (647) 545-5494
- Chief Safety Officer, Randall Thomas ..... (647) 545-5494

## MAAC Magazine Article on 3D Printing

At the Feb 3<sup>rd</sup> online Zoom club meeting, Walter Lam and Vasyil Yarmamedov showed their 3D printed airplanes and passed along some great tips on this new aspect of the hobby. There was a write up of this in the March Flyer. I thought it would make a good story so I expanded the content and submitted an article on 3D printing to the editor of Model Aviation Canada magazine. It was published in the recent March-April issue. Besides providing good general information, the article puts Humber Valley and the accomplishments of some of our members in the spotlight across Canada. If you are interested, take a look on Page 34.



Very interesting subject to take you from 2D to 3D and back.

Tom Gottlieb - 55669  
lgott@ymptico.ca

I have to reluctantly admit that after being in the hobby for almost 30 years, I would now be considered one of those "Old Timers". When I started modeling in 1991 at the age of 41, "Old Timers" were guys who flew control line, free flight, or even single channel with escapements (not sure those things ever worked - tried it when I was a kid). But now I have enough grey hair to have officially earned the title, and so perhaps I can offer you a long term view of how technology continues to change the hobby we all love. It seems that every five years or so, some disruptive technology changes the way we think about everything in RC. Consider the introduction of these new innovations and the common objections voiced by many traditional RC enthusiasts:

- First balsa and plywood ARFs - "Modelers will forget how to build and fix their own airplanes!"
- First electric powered airplanes - "Electric motors and batteries are too heavy and too weak."
- First foam ARFs - "How can an airplane made of foam possibly survive?"
- First brushless motors and LiPo's - "RC models are meant to have piston engines!"
- First flight stabilization systems - "Pilots should fly airplanes, not Gyro!"



Obviously, history has proven that all these objections to new and disruptive technologies were misguided. And don't even get me started on helicopters, drones, a 4G radio that talk to you, FM, and GPS systems. The hobby has not only survived, but is thriving on innovation that makes RC more fun, exciting, challenging and less costly than ever before.

Our club has seen a surge in membership over the last few years from both younger members and older modelers returning either on their own, or with children and grandchildren. Getting into (or back to) the hobby has never been easier, safer or cheaper.

### 3D PRINTING IS THE NEXT "NEW THING"

If you Google "top 10 disruptive technologies in 2020" you will find 3D printing is consistently listed in the top 3 technologies rapidly changing the world we live in. The ultimate impact to our hobby has yet to be fully determined, but just like foam airplanes, LiPo batteries, and brushless motors transformed the hobby 10 years ago, 3D printed airplanes could be the way of the future.

Last fall we saw several successful 3D printed airplanes at our club field and already four or five members have been printing 3D airplanes over the winter. So we are sure to see a lot more of them at the field this season.

3D printing technology is not really new. Some of our members were printing small parts like motor and servo mounts back in 2010 but full scale Computer Aided Design (CAD) files for printing a whole airplane have only just recently caught on. While there wasn't much online on YouTube and RC forums last fall, the internet is now

## Student Instruction Program Restarting ... Managed by WhatsApp



### WhatsApp

Chief Flight Instructor **Randall Thomas** will be starting up the student instruction program very soon. To find out what's happening or to request instruction, make sure you are registered in the club's student WhatsApp group and monitor posts. This group is a great way to keep up with the club, even if you are a cleared pilot. If you want to join, drop Randall a note and he will invite you. See you there.

**Note:** With the current restrictions in place due to the pandemic, Randall tries to schedule student training to fully maximize time slots. This may result in short notice for training so monitor the WhatsApp group for last minute updates.





## Charging Station Upgrade

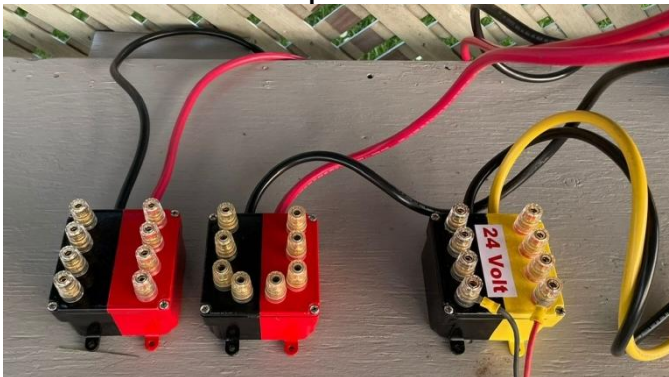
We have some great news for you that will make your 2021 flying season even better. The long awaited 24V upgrade to our charging station has now become a reality. **Dave Edwards** (assisted by **Bruce Gillespie** and **Tim Stafrace**) has done a tremendous amount of work designing and building the upgrade and the club extends a big THANKS for their efforts.



Dave Edwards Bruce Gillespie Tim Stafrace

Our charging capacity has been increased and the wiring has been upgraded for better reliability, less voltage drop, and better protection against the weather and the mice that seem to like to eat through the insulation for some reason. We now have three charging breakout boxes instead of the one we had previously. Two of these boxes coloured Black and Red, provide a direct connection to a 12V battery, the same as the original system. However the third box, coloured Black and Yellow, will provide the 24V connection (actually around 27V if fully charged).

**Note: At the time of writing, only one 12V box is live. We are waiting for some parts needed to turn on the other two boxes. That should be completed in the next week or so.**



12 volt (Black/Red) & 24 volt (Black/Yellow) power blocks

What's missing from this picture?



Note that the old power strip has been removed since the terminals were exposed to the elements and were badly rusted. That means that if you have been using alligator clips to connect your charger, you may have to convert your charge leads to banana plugs to get a reliable connection.

Please make sure your charger can operate with the higher voltage before you plug it into the Black and Yellow 24V box. You will not hurt the charging system as it is protected by an 80A circuit breaker, which can be reset, but you will let all the white smoke out of your charger. You have been warned! **You will kill your 12V charger if you plug it into the 24V box.**

The system will now provide up to 80 Amps total. Since the power bar has been removed, we added the second 12V box so we will now have 8 X 12V connections and 4 X 24V connections.

Please enjoy the new system's enhanced capabilities!

... Bruce Gillespie

## Charging Large LIPO Packs



If you have a larger airplane that uses 4S, 5S, or 6S high capacity LIPO packs, you may want to consider buying one of the newer breed of 24V chargers than can handle more power. These new chargers are

moving away from banana plugs to yellow XT60 connectors for both DC power input and charge output. You may have to convert some of your charging leads or make a banana plug to XT60 adaptor but you will save lots of time since you will be able charge large capacity packs much faster. If you are looking for advice on 24V chargers, speak to Bruce Gillespie.

## New Signs Have Been Placed at the Field

To inform the public and keep the field as safe as possible, we have placed new signs on the gate and along the North CN access road to warn hikers and dog walkers and advise them to stay clear of the field.



New sign posted on our main access gate



Signs are placed along the North service road

Meanwhile, if you see spectators entering the field area or walking across the field, here is what you should do:

- 1) Immediately inform any pilots that are flying of the danger and the location of people around the flight area. Pilots should fly cautiously and only land when the field is clear.
- 2) Notify an executive to take action requesting people to clear the area or ask spectators to leave yourself.