



Announcing General Club Information and Discussion Meeting by Zoom

Wednesday November 22, 2023 @ 7:30 PM



This year has been unprecedented in terms of the changes to our beloved hobby. As much as we would like to go back to the way things were, we all must come to terms with a new reality that is much more difficult and challenging going forward. There are so many questions and so much confusion right now that we cannot possibly put it all in a newsletter.

So, we have decided to host a general club information and question and answer session via Zoom that will be open to all current 2023 and past 2022 Humber Valley members. Please read the information provided in this Flyer very carefully before the meeting so at least we are all joining with some basic information. If you wish to pose questions in advance, email them to me at tgott@sympatico.ca so that we will be sure to cover them at the meeting.

The meeting will be by Zoom on Wednesday November 22nd at 7:30 pm. [Watch your email coming soon for the Zoom Invitation.](#)

... Tom Gottlieb, Past President & Editor

President's Message

Over the past summer the HVRCF executives have held many meetings to explore every possible option to try to re-open our field for flying. We strongly feel as your Executive Committee, that we should not just sit by and do nothing, and it is our responsibility as your elected representatives to do everything and anything possible to get Humber Valley flying again.



As you know, the problem is that we are located inside Controlled Airspace – less than 7 nautical miles from Pearson airport. When Transport Canada cancelled the MAAC exemption (that we previously enjoyed since 2019), it meant that there is a 7 nautical mile circle around the Pearson control tower where all airspace from ground level to 2500 feet is under the control of the tower so our RC models were not allowed to be flown there. We were forced to close our field.

As announced in the September Flyer, we did receive a Site Operations Certificate (SOC) from MAAC on August 28, 2023 that allows us to fly models that are under 250g. While this is a step in the right direction, it was seen as not very helpful for many of our members.

Now I am pleased to report that on November 5, 2023 we also received a new SOC allowing operations at our field for models up to 25Kg. This is a great step in the right direction, but this approval is loaded with rules and conditions that every member must follow. [Please read this Flyer very carefully](#) and attend the upcoming Zoom meeting so that you understand what you need to do to get flying again over the rest of the winter and next year. It will be a challenge, but it is doable and necessary to save our field and the hobby we love.

... Zoltan Pittner, President

SOC Approved from MAAC for up to 25Kg

Shortly after we received approval for mRPAS flying (Sub 250g), MAAC started the process for clubs in controlled airspace to apply for an SOC up to 25Kg. **Paul McMillan** with the help of **Mike Gerace** completed all the required forms and we are pleased to report that we received the SOC from MAAC on November 4, 2023.



Our Site Operations Certificate and Approved Rules Package

The new SOC and the rules package that goes along with it are attached to this Flyer and also available on the MAAC web site and our club Web Site. We strongly suggest you read them before the upcoming Zoom meeting. Find them at:

<https://hvrcf.org/wp/club-documents/>

Also, if you haven't yet read the actual CARS Part IX document from Transport Canada, now would be a good time to do so to see what we are up against. Find it at: [Canadian Aviation Regulations \(SOR/96-433\) \(canada.ca\)](http://Canadian Aviation Regulations (SOR/96-433) (canada.ca)) Scroll down to the "Part IX" link.

Now before you jump for joy over this news, we must tell you that the requirements set out in this SOC and associated rules package are challenging to meet. It still requires every pilot to get their Advanced RPAS Certificate. While this is not going to be easy, it is possible and we have a handful of members who have already passed the Advanced RPAS exam and flight review.



We also must follow all the other Transport Canada rules (like registration, Site Survey, Maintenance Logs, and NAVDrone approvals). The main benefits in receiving this SOC from MAAC is that MAAC can now act as the Manufacturer's Safety Assurance provider for our models over 250g and we would be covered by MAAC insurance.

We will discuss these rules in more detail and try to answer your questions at the upcoming Zoom meeting.

Your 2023 Club Executive

- President, Zoltan Pittner..... (416) 823-0796
- Past President and Editor, Tom Gottlieb (647) 642-8100
- Vice President, Paul McMillan (647) 618-8291
- Treasurer & Membership, Bruce Gillespie..... (416) 741-4385
- Secretary, Gaetano Nicolo (647) 987-0619
- Program Director, John Kita (416) 710-1156
- Field Officer, Walter Lam (416) 433-0106
- Chief Flight Instructor, Randall Thomas (647) 545-5494
- Chief Safety Officer, Randall Thomas (647) 545-5494



Clarification of mRPAS vs RPAS Rules

It is easy to get confused with all the new rules and regulations and the difference between flying mRPAS under 250g and regular RPAS between 250g and 25Kg. This table should help.

Rule	mRPAS <250g	RPAS <25Kg
HVRFC Field Login Form	Required	Required
Lock gate on entry and exit	Required	Required
RPAS Registration	Not Required	Required – models must show the Registration No.
Manufacturer's Safety Assurance Declaration	Not Required	Required; either from manufacturer or MAAC
RPAS Certificate	Not Required	Advanced Certificate required or Basic Certificate under supervision of Advanced pilot
Site Survey	Not Required	Required at least once per day/group
Nav Drone Logged	Not Required	Required for each "mission" / airplane
Visual Observer (Spotter)	Not Required	One per flight line required; should be Basic or Advanced RPAS pilot
Range Check	Required before first flight	Required before first flight
Failsafe	Required and tested before first flight	Required and tested before first flight
Maintenance Log	Not Required	Required

Humber's Position on this New Normal

Please read the following very carefully and bring your questions or concerns to the Zoom meeting. Or if you wish to pose questions in advance, eMail them to me at tgott@sympatico.ca so that we will be sure to cover them in the meeting.

There will likely be a lot of discussion centered around the need to get your RPAS Advanced Certificate and the implication of Administrative Article #7 which states:

*7) RPA Basic Certified members may only fly under **direct supervision of Club Authorized Advanced Certified Pilot.***

- 1) If you plan on flying models over 250g at Humber Valley, you better get your RPAS Basic Certificate as soon as possible and actively work on your RPAS Advanced Certificate over the winter so that you can take your flight review test in the spring. The Basic test is good warm up practice for the Advanced test as many of the questions are the same.
- 2) While it is legal for RPAS Basic Certificate holders to fly models over 250g under the supervision of an Advanced

RPAS pilot, (under administrative article #7), this is not a long-term sustainable solution.

- 3) While our Chief Instructor, **Randall Thomas** is offering to supervise, it is unlikely than many other Advanced pilots will volunteer to do it. We know how hard it is to get instructors – this is harder and a more onerous responsibility for the Advanced pilot.
- 4) Therefore, this is a stop gap solution only that is meant to encourage Basic pilots to actively pursue their Advanced pilot standing.
- 5) If you think you can go back to anything like the way we were under our exemption, you are sadly mistaken. Get your head out of the sand, read the rules, and decide if you want to stay in the hobby and fly at Humber Valley or not.
- 6) The club is not here to babysit you while you continue to complain about MAAC or Transport Canada and wish we could go back in time. If you don't invest your time and money in getting your Advanced Certificate, then you better find somewhere else to fly or leave the hobby.
- 7) That said, it looks like MAAC is trying to make it easier to get tested by signing up more MAAC Advanced flight reviewers and possibly becoming an official Transport Canada Flight School themselves. One reviewer said we might be able to arrange for a batch off flight reviews at our field in the spring.
- 8) Several of our members have successfully passed the Advanced test and flight review and found it not that onerous. So decide if you want fly at Humber for the long term and start studying over the winter so you can take your Advanced flight test in the spring. MAAC has offered free online instruction courses for this and they are pretty good. Just do it!
- 9) Even while we continue to explore other options that could make things a bit easier in the future, we cannot assume that any other initiatives will be successful. This is what we have to deal with now, and it is what we have to do to save our field and fly above 250g models next year.

Student Instruction Program Status

Students are probably wondering if they will ever be able to resume training flights at Humber Valley. It is too late in the season and too cold to conduct training this year. What happens next year depends on how well the club can operate under our new SOC and how many of our instructors obtain their Advanced RPAS Certificates and are willing to instruct.



However, it is legal under our new approved rules for a student with a Basic RPAS Certificate to receive instruction from an instructor who holds an Advanced RPAS Certificate. Right now **Randall Thomas** and **Zoltan Pittner** are the only Humber Valley instructors who hold Advanced RPAS Certificates. So we will just have to wait and see how much instruction can be carried out successfully next season. But to receive instruction, students will have to pass their Basic RPAS and register their models with Transport Canada.



2023/2024 Winter Waiver Form Request

Unless you recall from last year, you probably forgot that our summer permit expires on November 14, 2023. This is because the City does not plow the access road to the field in the winter and will not assume any liability for people driving up the road to the field. So to keep the field open even with all the challenging new rules and even if only for mRPAS under 250g flying, and our Frozen Finger Fun Fly event, we need to apply for a winter permit.

To make this happen I need as many members as possible to fill out the attached liability waiver form. Even if you are unable to fly or don't plan on flying this winter, I am asking you to sign the form and send it back to me. We want the City to know that we have every intention of continuing operations over the winter and next year and keep the field for exclusive use by Humber Valley.

Please try to return the form over the next 10 days. Complete the form as follows:

- 1) Print your name at the top and at "Name of Operator".
- 2) Complete the field "Signed at Toronto" and enter the date.
- 3) Sign your name at "Signature of Operator".
- 4) Scan and email to me at tgott@sympatico.ca, or
- 5) Take a picture on your smart phone and email it to me.

Thanks again for your cooperation and patience over this challenging season and I hope you enjoy some winter flying.

... Tom Gottlieb, Past President and Editor

Indoor Flying is Back at York University

We are pleased to announce that we have secured 5 winter dates for indoor flying at York University.



We are flying in the double gym in the "Field House" in the Tait McKenzie Building at 1 Thompson Road within the York University grounds. It is at the north end of campus with access from Steeles Avenue West of Keele Street. The main entrance to the building is on the south side of the building and parking is available opposite the main entrance.

Your GPS should find it at 1 Thompson Road but see the map below. Let's have a great turnout. Print this Flyer and keep it handy for the map and dates. Hope to see you there.

Day	Date	Time
Saturday	Dec 02, 2023	6:30 PM – 8:30 PM
Saturday	Jan 20, 2024	3:00 PM – 5:00 PM
Sunday	Feb 11, 2024	3:00 PM – 5:00 PM
Saturday	Mar 02, 2024	3:00 PM – 5:00 PM
Saturday	Mar 23, 2024	3:00 PM – 5:00 PM

Where can I park?

Park in the South lot right opposite the main entrance doors. Parking is only \$7.00. This parking lot is checked regularly by campus security and if you think you can take a chance and not pay, you will get a ticket.

