



BREAKING NEWS

Major Field Leveling Project Set to Start in May !!



We reported to you in the Jan/Feb Flyer that Field Officer **Paul Mazzotta** has been actively planning for the project to finally level the field this spring. We have been talking about the desire to level the field for probably more than ten years now and finally Paul is ready to do it. At the AGM in February, the cost for the project was included in the annual budget

for the 2026 season and it was approved by the membership.

The project will include:

- Leveling the field by adding clean fill using heavy grading equipment.
- Extending the pit area to the east and balancing the flight stations across pilot flight line.
- Installing a new Geo-textile runway.
- Hydro-seeding the field for new grass.
- Reconfiguring road access from the gate to the parking area.
- Brush pruning and or removal where required.

This is a major project and we need your help. While the heavy work will be done by contractors, Paul is going to need club member volunteers mainly for the installation of the new Geo-textile runway. This needs to be done after the grading and before the hydro-seeding. We expect the work to start in early May. Keep a close watch on the Member WhatsApp group chat and your email inbox for updates on progress, calls for volunteers, field closure notices and/or limitations of access.

Our field is already the envy of Ontario RC clubs, and this project will make it even better in the coming years.

Geo-Textile Runway Day and Spring BBQ Date to be announced

Due to the major work being planned for the field in early May, we have decided to cancel our traditional Field Cleanup Day and Season Opener and instead hold a "GEO-TEXTILE RUNWAY DAY"!



This will be the day we need many volunteers to help us lay down the new runway before hydro-seeding can be done. We need a large turnout for this event but don't worry... if you show up, you won't go hungry. Program Director, **Tom Gottlieb** will be preparing a hearty BBQ lunch. Keep a close watch on the Member WhatsApp group chat and your email inbox for notice of exact date and time.

Show and Tell at the AGM

If you missed the AGM, you missed seeing some great eye-candy and hearing Paul talk about his spectacular new Hangar 9 Pitts Special that is about 99% ready for its maiden flight. Just check this out below. With this airplane, Paul has reached a new level of RC modeling and flying. We can't wait to see it in the air this spring.



Paul shows his spectacular Pitts Special at the AGM
Hangar 9 Pitts Special S-2B - 1/3 scale, DLE 60 Twin
Spektrum Equipment: PowerSafe RX and Synapse gyro
Custom 3D printed cockpit interior
71.6" Wingspan, 20.2lbs Weight

Ralph von Eppinghoven

- Our RPAS Advanced Exam Whisperer
- Sign up for the Next Spring Session!



At the AGM on Feb 3rd, **Ralph von Eppinghoven** reported on the success of the Advanced RPAS Exam preparation class he held at his home on December 3rd, 2025. Four members attended and one subsequently passed the Advanced RPAS Exam. He is ready to offer the course again this spring, but space is limited to 5 students so register now by contacting Ralph via the HVRCF mobile app or rvoneppinghoven@rogers.com.

HVRCF Mobile App Updated

Since MAAC recently updated its web site, our Web Master, **Zoltan Pittner** had to make a number of changes to the Mobile App for compatibility. He also improved some other functions so that the site survey is automatically refreshed if a new one is posted. The current version of the App is 1.4.12 (26). A new site survey was posted on March 22, 2026. Tap the HVRCF logo once, to see if you have the current version.

RPAS Your 2026 Club Executive

President, Paul McMillan	(647) 618-8291
Vice President, Vacant	
Past President, Zoltan Pittner	(416) 823-0796
Field Officer, Paul Mazzotta	(416) 578-4492
Treasurer & Membership, Bruce Gillespie	(416) 741-4385
Secretary, Gaetano Nicolo	(647) 987-0619
Program Director & Editor, Tom Gottlieb	(647) 642-8100
Chief Flight Instructor, Randall Thomas	(647) 545-5494
Chief Safety Officer, Randall Thomas	(647) 545-5494



RPAS Recency Requirements - Everything you need to know, but were afraid to ask!

Many of you will be coming up to 2 years since getting your Advanced or Basic RPAS Certificate. According to CARS Part IX rules, Transport Canada requires that both Basic and Advanced pilots fulfill the recency requirements of the regulations every 24 months. Here is what you need to know.

Recency Facts and Information

1. CARS PART IX Section 901.56 (for Basic Operations) and Section 901.65 (for Advanced Operation – i.e. what we need for operations in controlled airspace) specifies that you must complete the recency requirements every 24 months after you first received your certificate.
2. Transport Canada never uses the word “test” to describe the recency policies. Rather they refer to it as a “**Self-Paced Study Program**” 😊. The program consists of 30 questions. There is no time limit and no scoring of right or wrong answers – because it really isn’t a “test”, it is a questionnaire.
3. The questionnaire can be completed on-line or by filling out a printed copy of the form available in a pdf file.
4. It is your responsibility to complete the questionnaire at least every 24 months. Once you take it, it is good for 24 months from that date. You don’t have to do it exactly 24 months from your original certificate date. You can do it any time, and it is good for 24 months from that date. So, we recommend completing the questionnaire in early spring (like right now) so that you know you are good for the next two flying seasons.
5. It is your responsibility to keep a signed and dated copy of your completed questionnaire either in printed or electronic form somewhere you can find it.
6. You will not receive any reminder when you are due to take or renew your recency requirement. It’s up to you to remember.
7. You do not need to submit it to Transport Canada.
8. You do not need to login to your Transport Canada account. The date you completed your last recency questionnaire is not registered with TC or recorded with your RPAS Certificate.
9. You do not need to prove to anyone at Humber Valley or to anyone at MAAC that you have completed the requirements within the last 24 months. Compliance is your responsibility.

So what’s the point you may ask? Glad you asked...

- a. From Transport Canada’s perspective it is just their way of reminding pilots that the regulations are out there, and you should be aware of them and follow them.
- b. From MAAC’s perspective it is another way that MAAC’s insurer could deny an insurance claim if you have not completed your recency requirements in the last 24 months, because technically you would be in violation of CARS Part IX regulations.

10. The questionnaire is basically just a formality and is very easy to complete because the answers to the questions are provided for you in the online version and at the end of the pdf version. Yes, you heard that right! You just have to cut and paste the answers into the questions online, or print the pdf and copy them on the form. Each question is followed by a reference pointing out where you can go to find the relevant answer. So really it is just a reminder of some key points to remember about the regulations – hence the term “self-study”.

How to complete the questionnaire and save a copy:

Completing the form is pretty easy but saving a copy is technically a bit tricky. Transport Canada did not think this through very well.

11. The recency requirement may be met by completing an online form that you can find at:
<https://tc.canada.ca/en/aviation/drone-safety/drone-pilot-licensing/drone-pilot-study-resources/recency-requirements-self-paced-study-program>, or find it by Googling: “**CARS PART IX Recency**”. Once you find it, you can do it online or print the pdf version and fill it in manually.
12. Here is the tricky part. You are supposed to keep a signed copy of the form either on paper or electronically somewhere to be able to prove that you did it. If you do it online, the only way to do this is to right-click anywhere on the page and choose print (or use the CTRL P command in your browser). Then you can print it on paper or choose to “print” to a pdf file using your computer. Then you can sign and date it and keep a copy.
13. Another option is to print the pdf copy of the form provided on the web site, and just fill it in by hand. But then you will have to copy all the answers given at the bottom of the pdf form.

Don’t be “that guy”!

I have researched this article with **Randall Thomas**, our Chief Instructor and **Wolfgang Reiner** who is the Chief Instructor of the Whitby Aero Modelers – both are certified Flight Reviewers. I also got feedback from **Rudie Nagelmakers**, our Zone Director, about why we should encourage our members to be compliant. First, this is a lot easier than getting your pilot certificate. Second, while the risk of an accident is very small, it is still greater than zero. Any denial of an insurance claim is not a MAAC issue. It is an insurance company issue. Any insurance company will deny a claim (in any industry) where the claimant is seeking compensation for something they did that was against the law. This is what we are dealing with here.

Our MAAC Zone Director, **Rudie Nagelmakers** often reminds pilots: “You don’t want to be that guy who causes problems for your club by ignoring required regulations and safety rules. The consequences can affect far more than just you.”

In the end, if you’re flying at our club, following the MAAC Safety Rules and applicable TC regulations, and keeping your membership and fees up to date, you can relax and enjoy your day at the field. Everyone doing their part helps protect the club, the field, and the future of the hobby. Let me know if you have any questions and I will try to answer them.

... Tom Gottlieb, Editor



2026 Annual General Meeting Minutes

Administrative Items:

The Annual General Meeting was held on February 3rd, 2026 at the Saint Thomas Aquinas Catholic Secondary School, Room 102 in Brampton. There were 10 members present and 7 more represented by proxy. President **Paul McMillan** called the meeting to order at 7:40pm. **Tom Gottlieb** announced that the current 2026 paid member count was 35 and that there were 17 members represented either in person at the meeting or by proxy. Therefore, we had 48% of the membership represented. According to our constitution, a quorum of 25% of the current paid up 2026 membership is required for the AGM. Therefore, the AGM was declared valid and could proceed.

Tom Gottlieb read the proposed agenda for the meeting. Zoltan Pittner moved to approve the agenda as presented and this was seconded by **Ralph von Eppinghoven** and carried. As Secretary **Gaetano Nicolo** was absent, **Tom Gottlieb** read the minutes of the 2025 AGM which were published in the April 2025 Flyer. **Randall Thomas** moved to approve the minutes which was seconded by **Bruce Gillespie** and carried.

Executive Reports:

President **Paul McMillan** expressed thanks on behalf of all members for the extensive work of **Randall Thomas** and **Paul Mazzotta** to keep the field in top shape all season. He went on to say that our biggest challenge as a club this year will be to recruit new members and encourage more existing members to pass their advanced exam and take their Advanced Flight Review. This should be a lot easier this year since our own Chief Instructor, **Randall Thomas** is a Certified Advanced Flight Reviewer. All existing advanced members should help new members and basic pilots go for their advanced standing.

Treasurer **Bruce Gillespie** presented the financial statements for the fiscal year ending October 31, 2025 and budget for the following fiscal year November 01, 2025 through October 31, 2026. Revenues were \$10,638.13 with over half of this amount resulting from the sale of several giant scale airplanes that were donated from the estate of **Michael Emilio** last year. Expenses were \$3,084.93 resulting in a profit of \$7,553.20. This higher-than-expected profit result contributed to an increase in total assets to \$31,750.52 which was welcome news since the club is planning a major capital expenditure this year to level the field along with other field and road improvements.

Bruce then introduced the budget for next year which included a \$20,000 line item for capital expenditures for the field leveling project. This generated a heated debate about why the project needed such a high number. Bruce argued that it didn't necessarily mean it would cost this much but set this as the high-water mark amount. **Tom Gottlieb** argued that the budget should be based on reasonable cost estimates and any over budget spending should be approved by a membership vote at a future special meeting if needed.

The budget debate was deferred to give Field Officer, **Paul Mazzotta** an opportunity to present the field leveling plan and cost estimate. He subsequently distributed a proposed

modified field map and described the work required at an estimated cost of \$12,000 to \$13,000. Based on his report, and after some debate, **Tom Gottlieb** proposed a motion to amend the capital cost budget to \$15,000 noting that our constitution allows for spending of up to 10% over approved budget amounts. The motion was seconded by **Zoltan Pittner** and a vote was taken. Results were 13 in favor (8 attending + 5 proxies), 1 against and 1 abstained. The budget was therefore passed with the capital expense item reduced to \$15,000.

Program Director, **Tom Gottlieb** provided a brief statement confirming his commitment to keep our schedule of established Fun Flies and Swap Meets for 2026 which members look forward to each year.

Chief Flight Instructor, **Randall Thomas** reported that instruction was available last year but very few students showed up due to the Transport Canada regulations. Given that supervision rules were clarified and allowed this year, and since he can conduct advanced flight reviews, he was hopeful the club's advanced pilot numbers would increase in 2026. He reported a safe flying season with no injuries. **Randall** also gave a special shoutout to **Paul Mazzotta** who conducted a badly needed major maintenance service on the mower which included engine tuneup, adjustment of all controls and cutting blade balancing – thus saving the club well over \$500 in outside mechanical repair costs.

Executive Elections:

- **Paul McMillan** stood for re-election as President.
- **Tom Gottlieb** stood for re-election as Program Director.
- **Paul Mazzotta** stood for re-election as Field Officer.
- **Bruce Gillespie** stood for re-election as Treasurer.
- **Gaetano Nicolo** stood for re-election as Secretary.

There were no other nominations for Vice President so that position is currently vacant. As there were no other members running for executive positions, **Randall Thomas** moved to acclaim the above candidates. **Bruce Gillespie** seconded the motion to acclaim which was then carried unanimously. **Zoltan Pittner** will continue as Past President.

The executive reappointed **Randall Thomas** as Chief Flight Instructor and Safety Officer. **Randall** accepted the appointment.

Other Business

Randall Thomas described how he is supervising the U of T and TMU aerospace student teams in the testing of their experimental tri-copter, VTOL and heavy lift competition designs. He will announce future test flying days at our field on the WhatsApp members group for those interested in attending. **Ralph von Eppinghoven** proposed that all students on the university teams be required to join the club as free Sub250g members to encourage future interest in the club. This good idea was adopted by the newly elected executive committee including a policy of waving the new member fee for such student members.

Closing:

As there was no other business, **Bruce Gillespie** moved to close the AGM at 9:15pm which was seconded by **Yonas Lijiam** and carried.