

# Humber Valley Radio Control Flyers Club History

Written originally by Barry Collingwood October, 2012. Updated by Tom Gottlieb June, 2019

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### Editor’s Note

Thanks for taking the time to read this club history. We are proud of our past and excited about our future. The club would not be where it is today without countless hours of work by dedicated RC enthusiasts who contributed in so many ways to make Humber Valley RC Flyers one of the best flying sites and clubs in Ontario. If you have any comments, suggestions or edits, please contact me via email at the address below.

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July, 2019



## Formation of the Club

In the late '60's and early '70's there were many folks who flew RC aircraft from atop the water reservoir just south of Steeles Avenue on the east side of Keele Street. It was a great picnic site too. Seeing model airplanes in the sky was quite a novelty back then so often curious onlookers would stop by to see something different, exciting and fun. The group - as an entity, had no name or official leader at that time – it was just a small but growing group of RC enthusiasts - but did have the encouragement and participation of two members from the two local hobby shops. These two were Bill Bond, the owner of Keith's Hobby Shop (long since closed), located on Yonge Street just North of Sheppard Avenue, and John Mannering, the "Mr. RC" for North York Hobbies, (also now defunct) on Avenue Road, south of the 401 - both Bill and John were regulars at the reservoir. Anyone who flew RC in the early 70's visited and supported these only two local hobby shops on a regular basis. In the summer they had the relaxed, enjoyable atmosphere of a club and many friends were made.

Somewhere in 1972, North York posted signs on the reservoir prohibiting RC flying due to fear of fuel seeping through into the reservoir, and within a week or two someone eventually came up with a great flat field at the south-west corner of Dufferin and Hwy 7. Six or seven flyers moved over there, and in a short time had two nice runways and a tree, behind which served as a shady parking spot for cars. The greater exposure gave us more visitors – and a number of new members. Early RC enthusiasts of those days were Paul Johnson (first Flight Instructor), Eric Peckham, Ed Orczy (first President), Tiboraz Lovasz, Frank Turner, Robbie Ball and George Bisson (Bisson Mufflers).



*1974 Vintage Picture of Tree, Parking Area and Group of Flyers*

Not long after that a housing development was started at the south border of the site, and so began the search for another field, and in 1976, we secured permission from the Provincial government to use a small plot of land in the Greenbelt that ran just North of Steeles Avenue. The field was about 200 ft x 300 ft and was located approximately two hundred meters East of Keele Street in the middle of a corn field. When we had grown to about 25 pilots discussion began about 'naming', and 'executives', having a 'meeting hall', and so on. Eric came up with the club logo that is still used to this day - and after that we began calling ourselves the **Downsview RC Flyers**. Barry Collingwood joined the club in 1979. The president was Pat Knight and the Chief Flight Instructor was Eric Peckham. The club was up to 30 members.

There were no facilities at the original field other than a frequency board and field rules. We parked along the road and used the edge of the field as a pit area. The largest plane was a .60 size pattern ship.



*Vintage Airplanes and Kraft Radios*



*Field at Dufferin/Hwy 7 looking North 1974*

Although there were a few scale planes, most of the members flew either pattern type planes or trainers; the Falcon 56 (56” wingspan) being the most popular. These trainers eventually gave way to the famous Eagle/2 trainer which was very popular. In those days you could not fly RC unless you built the airplane yourself from balsa and plywood and covered it with MonoKote or UltraKote. Of course, everything was glow powered and no one ever imagined that electrics with brushless motors, LIPO batteries and ARFs would eventually dominate the hobby.



*The Carl Goldberg Falcon 56 was one of the first popular 4 channel trainers.*

Pat Knight became our third President after Bill Bond and served from 1977 to 1979. He passed away in March 2016. Barry Collingwood served as President from 1982 to 1985, eventually developed the club’s first web site and became our Web Master. He remained active in the club for 35 years until he passed away in October 2014. The people mentioned above should be considered our “founding fathers”. Without their hard volunteer work and dedication to RC and Humber Valley, we would not be where we are today enjoying one of the best flying sites in Ontario.

## Loss of the Keele Street Site

The **Downsview RC Flyers** continued flying and enjoying the Keele Street site until 1980 when Vaughn Council received a noise complaint from a resident in a new subdivision that was located north of the corn field. There was a warehouse immediately north of the field (about 500 meters) and the subdivision was on the other side of the warehouse. Field rules prohibited flying north of the warehouse and planes very seldom actually flew that far from the field.

The resident that complained to the Vaughn Council happened to be a good friend of one of the Council Members, who in turn was a good friend of the Mayor. The Mayor sent out a By-law Enforcement Officer to follow-up on the noise complaint. He took readings at the field and at our posted flight boundaries as well as at the home of the individual that initiated the complaint. The club Executive were then called to a Council meeting (Pat Knight was President at the time) to hear the By-law Officer's report. We had been working closely with the By-law Officer so were aware of what the report was going to say. The noise created by the RC planes flying at the field boundary were well within By-law noise limits, and in fact the trucks along Keele Street were much louder than the planes when measured in the front yard of the individual that registered the complaint. This is when we learned a crucial lesson – you can't fight City Hall. The Mayor, a friend of the councillor, who in turn was a friend of the complainer, told the Downsview Executive at the meeting that they would have to move their site, irrespective of the By-law Officer's vindicating report. If the Club did not move, the Council would pass a new By-law prohibiting model aircraft flying anywhere in Vaughn County. Incidentally, the current HVRCF Field is in the new City of Vaughn. About two weeks later we received a letter from the Province retracting our permission to use the Greenbelt to fly RC model airplanes.

The Mayor assigned the By-law Officer, who by now was sympathetic to the Club's plight, to help us find a more suitable site in Vaughn County. He did locate a landfill site around Keele Street and Major Mackenzie but it was still active and would not be closed for another year or two. We also felt it was too far away after having been spoiled by the location of the Keele/Steeles site. Although we kept the option open, we set up a committee to locate a new site.

The club closed the field and we asked nearby clubs if they would take our members. The Westend Flyers (the closest club) refused outright. The Nashville Flyers and the Richmond Hill Flyers were very receptive to taking us in until we could locate a new field. Most of the members joined the Nashville Flyers Club that operated out of the Nashville Sod farm near Kleinberg. A few went to Richmond Hill, which shortly afterwards lost their field to a housing development. Eventually, pretty well everyone ended up flying at the Nashville sod farm. One of the Downsview Club members, Al Walker, decided to buy his own field and the 400 Club was born. One or two of the members joined the 400 Club but most felt it was too far away. Remember that back in the early 1980s there were very few large gas powered aircraft. Actually Al Walker brought the first gas powered plane to the club in 1980 – it was a 35cc Quadra powered Cap and everyone was ecstatic over the size and the sound. He had to fly to California to pick it up. The Downsview Club itself remained intact and the Executive continued searching for a new field. We created a handout describing the hobby and went door to door asking farmers in the area for permission to use a small portion of their fields. No luck.

## Finding the New Field

While wondering around in the green belt area north of the tracks and South of Highway 7, looking for anything remotely flat and accessible, Barry Collingwood ran across the landfill site where we now fly. There were a number of suitable locations north of the tracks as well but these locations did not have access. I checked with the Vaughn County land office and found that the landfill site was under the control of the City of Toronto Parks and Recreation. It had been turned over to them for maintenance and eventual park use but because of methane gas leaking from the site, it could not be formally used as a park for a number of years so was fenced and locked. One of the club members that Barry worked with at Ontario Hydro, Fred Roberts, happened to personally know the Superintendent of Parks as they were working together on a project to burn refuse to generate electricity (which didn't get anywhere). Fred arranged to meet with him and described our plight. The Superintendent agreed to let us use the site and instructed the Parks Department to help us get settled in. They were quite pleased to see the site get some use. The club was renamed the **Humber Valley R/C Flyers**, Barry Collingwood assumed the role of President and Chief Flight Instructor and we started developing the new site in 1982.

During the 1981 and 1982 season we also started flying at York University on the weekends. This worked out well with the York Campus Police often dropping by to watch. However, once we started flying at the new field we stopped flying at York University.



*York University Temporary Field 1981 and 1982*

## **Development of the Thackery Park Site**

The road to the top of landfill site already existed so access was not a problem. One club member, Brian Doherty, had access to heavy construction equipment as his family owned a major road construction company in Toronto. He had worked on the machinery during the summers while at university and his father agreed to let him borrow a heavy grader and 5-ton roller which he used to level the site. The site was already reasonably level and had not yet begun to settle significantly. We graded two landing strips and a small parking lot, and for the first year flew off a dirt landing strip. Most of the club had been flying for two years with the Nashville Flyers. The Club flew off the Nashville Sod farm and we all got to know the owner of the sod farm quite well. He was a super guy and only charged the club a bottle of rye each year to use his facilities (you actually had to drive through his yard to get to the flight line which was just on the edge of his yard). He did a substantial amount of hydro seeding for the province, spraying a sticky mixture of grass seed, fertilizer and mulch around newly built overpasses and roads. We approached him to get a price for hydro seeding the field and he told us to forget about paying – he would just stop in on the way back from jobs and dump whatever was left in the tank on our field. By next spring we had a grass runway and the field as you see it today was born. The year was 1984.



*HVRCF Dirt Runways in 1982*

We purchased a motorized push style lawnmower and students were required to cut the landing strips on student nights until we convinced the Parks Department to bring up a mower from the Humber Golf Course once a week to cut the grass.

Since 1984 there have been numerous improvements to the site. The initial relationship with the Parks was excellent as they were pleased to finally have a use for the landfill site. When they saw that we were putting considerable effort into the site they agreed to bring up a lawnmower

weekly from the Humber Valley Golf Course (Toronto Parks also manage the municipal golf courses) to cut the grass. They also brought in picnic benches from the surrounding parks so that we could entertain visitors, put gravel on the road and parking lot, and generally were very supportive. Toward the late 1980's budgets became tight and they stopped the grass cutting and road maintenance. By this time the club was solvent again, had a membership of over 100, and could assume responsibility for the grass cutting and maintenance of the road.

The club was fairly static throughout the 1990s with most of the field work being related to dealing with the sagging that was taking place as the landfill decomposed and depressions formed. There was one significant depression in the centre of the field that filled with water every spring and turned the field into a joint float and wheel field. We had another club member, who happened to be Head of Road Repairs for the City of Toronto. He donated a sufficient length of weeping tile, and gravel, so that we could run weeping tile from both the pit area and the centre hollow in the field to the edge of the embankment. I suspect the weeping tile has long since been plugged but it did keep the field dry throughout the 1990s as it kept both the pond out of the centre of the field, and the pit area reasonably dry. During the late 1980s and early 1990's the club was very conscious of demonstrating to the City that we were responsible tenants of the park and showing that we were involved in the community. We held numerous mall shows, including a number at both the Yorkdale and Woodbine Malls.

In 1999 and 2000 we set up a booth at the annual Hobby Show at the International Centre. We set up a flight simulator and had visitors try simulated RC with our instruction. The idea was to use the Hobby Show to attract new members to the club by giving out an information flyer about the club. In 1999, Mike Harris, then premier of Ontario dropped in with his son to give it a try. We charged \$2.00 for a 10 minute lesson and raised about \$200 which we donated to MAAC. We got a fair bit of traffic and publicity but no new members so after a few years we stopped hosting the booth. These shows eventually died out anyway with the rampant growth of Internet shopping. We held annual talks and demonstrations at a Rehabilitation centre in North York and invited the Boy Scouts and Air Cadets to the field on a regular basis. One year we invited a group of kids from Big Brothers, Big Sisters Canada to come for the day and gave all the kids some flight lessons on some borrowed trainer airplanes. For many years around 2009, the city held a Wings and Wheels Heritage Festival at Downsview Park with displays of both vintage aircraft and cars. Since we used to hold club meetings at the old Toronto Aerospace Museum in Downsview Park, we were invited to set up a booth and hand out flyers to visitors with information about learning to fly RC with the club.

### **Major Field Improvements**

Beginning in 2000 a substantial number of improvements were made.

We did a major fill, grading and seeding of the North side of the field, dumping about 10 dump trucks of soil to try and level the area. The intention at the time was to use the new level North side of the field to fly on while the South side of the field was leveled and filled. After completing the North end the City Parks Department no longer had a need to dump soil somewhere and the South side was never completed.

## Sun Shelter and Solar Charging Station

In 2002 under the leadership of Dave Plank who later became President between 2004 -2006, we built the sun shelter and installed the first set of flight barriers. Over the years the barriers were improved, and the flight line moved with taxiways was created. As electric power became more popular, pilots were charging flight batteries in the parking lot from their 12 volt car battery. So in 2012, we added three 12 volt solar panels to the roof with lead acid storage batteries under the floorboards and set up a charging station in the shelter. The charging strip has numerous charge ports and there would always be 4 or 5 Lipo chargers running on a busy weekend morning.



*Building the Sun Shelter in 2002*



*Solar Charging Added 2012*

## Storage Shed and Mowers

Finding a better more economical way of mowing the grass became the next priority. Up until 2004, a large part of our annual budget was spent on a commercial landscaper who cut the field once a week with a large commercial mower that he transported on a flatbed trailer. Many other clubs were using volunteers to mow their fields so we bought our first Cub Cadet with a 42” cutting deck. After the initial cost of the tractor was covered, annual savings were realized since our own members were doing the work. However another cost was the addition of the metal shipping container that was needed to store and secure the mower at the field. This was a good learning experience but we eventually realized that the small Cub Cadet was too slow and light duty to cut such a large area each week. We eventually traded it in for a more powerful 52” Gravelly zero-turn mower which does the job in half the time.



*2012 Cub Cadet*



*2007 City Mower*



*2009 Gravelly Zero Turn*





*Field as it was around 2005 with Sun Shelter and Metal Shipping Container Shed*

### **The GeoTextile Runway**

By 2014 many members were flying smaller foam electrics with smaller wheels that could not takeoff and land on the grass surface. After talking to other clubs and hearing about the success of new fabric GeoTextile runways, we decided to go for it. The project was largely initiated by Jon Holmes and John Neves with lots of help and coordination by Mike Gerace. Tom Gottlieb helped to layout some options for the placement and size of the runway and eventually the executive voted to select the option pictured below showing the runway, 6 pilot stations and taxiway.



*The GeoTextile Runway Plan - July 2014*

Since the material comes in a roll of 15' X 300', it seemed obvious that the best choice would be to cut the roll in half, keep some extra for a taxiway and repairs and lay the runway about 20 feet out from the flight line. This makes it ideal for small electrics with small wheels but is within reach of larger planes too. There is still a good 60 feet at least to the north of the runway for

anyone who still wants to take off and land on grass. We found that the mower had no trouble transitioning from grass to runway and airplanes can taxi on and off easily too. That's because the installation team did an amazing job of securing the edges with metal wire staples. John Neves used a stone saw to cut 6 inch grooves along the edges, wedged the material into the grooves and then pinned the edge down with 6 inch staples.



*Pilots enjoy taking off and landing on the new GeoTextile runway*

The crew worked from 6am until about noon. The runway is held down with about 1200 staples! It lasted with some patching until 2018 and is being replaced in 2019 so it appears the material has a 4 to 5 year lifespan.

### **Field Security and Vandalism**

In the very early years, long before we bought the metal shipping container, the club purchased a new mobile construction trailer with a built-in stove for winter flying. But the following spring all that was left was the metal frame. The entire trailer had been dismantled and used for bonfires to keep vagrants warm all winter. We practically recovered the cost of the trailer by turning in the beer bottles. One year, while wandering through the trees North West of the field looking for a lost plane one member came across a body hanging from a tree and called the police (presumed suicide). Then there is the constant stream of dirt bikers and ATV's who think the field is their playground and almost every year someone gets stuck in the mud on the field or in the pit area leaving deep tire ruts that need to be filled and repaired. Still, every spring, we have a "field clean up day" to do necessary repairs and pick up all the garbage that people have left around over the winter. During the summer, we often show up in the morning only to find leftover beer bottles (and worse) strewn about carelessly. The City appreciates that fact that we try to take care of the place and report illegal activity to the police.

As far as outright vandalism, security of the field is always a concern. The best we can do is try to make sure that all members remember to lock the shed, charging station box and main gate before the last person leaves. Still, every year there are signs of people attempting to pry open the locks with crowbars, stones, pipes or whatever they can find, looking for anything of value. We have had to upgrade our locks from simple rotary dial "high school locker" locks to industrial strength Master Locks which seem to work for the most part.

## **The “Flyer” Club Newsletter**

The first *Humber Valley Flyer* was produced by Grady Jacobs about 1982. Grady and Barry typed the articles on an old IBM 386, and cut and pasted the articles into a newsletter using graphic art supplies to put in the margins and boxes. By 1985 Barry had acquired one of the original MAC computers at his work with PageMaker software installed. The days of cut and paste were over. The first couple of issues with PageMaker were sufficiently impressive that *Model Airplane News* awarded the club two free subscriptions to junior members as first prize in their Newsletter of the Month contest.

The newsletter continued to improve throughout the 1990s when a disagreement between Editor Dennis Woytas and President Wally Jaremko over the purchase of an expensive laser printer, resulted in Dennis quitting. Tom Gottlieb took over as Editor in December 1999 scrambling to publish his first edition after Dennis left. He has continued writing and publishing the “Flyer” ever since and has never missed an issue. At one point MAAC President and Humber member Richard Barlow, invited Tom to share his secrets of successful newsletter publishing at an annual zone meeting. In 2000 we started collecting email addresses on our membership list and gave members the option of receiving the Flyer by email. We used to have to print, stamp, label and stuff about 120 letters which was a very tedious job. Now, the Flyer is distributed by email to about 100 members and 130 “subscribers” who can sign up on our web site to receive club notifications. We also still “snail mail” a handful of actual paper Flyers to a few remaining old-timers who don’t like email. The newsletter is short and sweet - usually only two pages - and informs members about events, club policies and news. It is a major source of information for members and creates a club history of sorts to anyone who wants to read about past challenges, debates, issues, events, swap meets, meetings, speakers, obituaries and more. All past newsletters are available on the club’s web site. A far cry from the first cut and paste version issued in 1982.

## **Winter Meetings, Programs and Locations**

Winter meetings are a way to keep the club together and provide a social atmosphere for new members to meet old members, and for everyone to enjoy a relaxing evening when the weather makes it challenging to fly outdoors. Over the years, the club has used several different locations. As far back as we can remember (around 1991 anyway), meetings were held in the gym at Downsview Secondary School. In 2003, after a tour of the Toronto Aerospace Museum in Downsview Park, we negotiated a schedule with the Museum to allow meetings to be held there from October to May. This proved to be a great move as the museum attracted members to attend to get free admission to the museum exhibits. Everyone would wander through the exhibits before, during and after the meetings. When the museum closed in 2011, we moved the Northwood Community Center west of Sheppard and Keele. In 2016, Treasurer, Bruce Gillespie, offered to provide space at the Weston Golf and Country Club on Weston Road south of the 401. He was a member there and negotiated a great deal because the room rental was free with the purchase of pizza and snacks. This is our present home for winter meetings and provides an upscale, comfortable, and professional meeting environment with lots of free parking.

Meetings used to run from October to April. We would take a break in January for New Year’s and hold the Annual General Meeting and executive elections in February. More recently, we have cut the meeting schedule back to November to March. One reason for cutting back the

meeting schedule was that the growing diversity of the hobby made it difficult to find topics of general interest for all members. For example, in the early years, you didn't fly if you didn't build so we would have a beauty contest every spring at the April meeting. Members could show off what they built over the winter. At its peak, we could see 15 airplanes competing in three classes (beginner, intermediate, expert) and offered prizes to the winners. Back in the 90's pretty much everyone flew a .40 or .60 size glow 2-stroke airplane. Those who could afford it used coveted 4-stokers. Now we see diverse types of power from glow, gas, electric, ducted fan, and even turbine and there are diverse interests; Sport, iMAC, Indoor, Heli, Drone, FPV, Gliding, Combat, etc. The hobby has certainly become more diverse and interesting.

### **Web Site ([www.hvrcf.org](http://www.hvrcf.org))**

The website was established in the fall of 2000. While Barry was at home recovering from open heart surgery for 6 weeks with nothing much to do, he agreed to start an HVRCF Website. He bought a few books on web design and PHP programming and started development of the site. Barry continued to develop the site between 2000 and 2005 with the creation of the member database (which includes all members back to 1999), a Forum, FAQs, Library, Photo Section and more. After Barry died in 2014, Paul McMillan (President 2012-2015) took over as Web Master. With the advent of social media, use of the Forum decreased rapidly so in 2017, Paul set us up with a Facebook group. The group is reasonably active with members posting photos and stories of their RC experiences. The web site has served us well for nearly 20 years and is now well past its "Best Before" date. It is in need of a rewrite and we are looking for volunteers with current web design skills to help.

### **Helicopter and Drone Policies**

When helicopters hit the scene around 2012, the club struggled with a way to allow them to co-exist with our stated purpose being the "safe enjoyment of fixed wing model aircraft". After lots of debate, we settled on a number of rules and policies that restricted helicopter flying to a designated helicopter practice area and only allow helicopters on the main field when no fixed wing pilots were flying. We didn't have a heli training program or a way to clear pilots who only wanted to fly helicopters (i.e. no fixed wing). But since helicopters are fundamentally hard to fly and expensive if not impossible to repair, the debate eventually died down with the decline in popularity of helicopters, only to be revived again years later with the popularity of drones. Today, many fixed wing pilot members are exploring drone photography and flying them at the club. However, we still enforce a "fixed wing priority" policy and do not allow multi-rotor and fixed wing airplanes on the main field simultaneously. Attitudes are slowly changing at the club and in 2018 we developed a drone policy that respects our fixed wing priority, but allows drone pilots to join if they are endorsed by a fixed wing member. If an airplane goes down in the tall grass around the field, we look for help from one of our drone pilots to find it with a video feed. We even hosted a few drone racing events at the field in 2017 and 2018. Zoltan Pittner, former MAAC FPV Chair and active club member, initiated and planned these events. The club is now also host to the Canadian GlobalMedic RescUAV team that is deployed for disaster relief all over the world using surveillance drones. They provide video and mapping services to local authorities that helps save lives when responding to natural disasters like tornados, hurricanes,

earthquakes and floods. Five GlobalMedic pilots joined the club in 2019 and use the helicopter area to conduct training exercises for pilots and ground crew.

### **Indoor Flying**

The advent of lightweight foam airplanes, Lipo batteries and small efficient brushless motors made it possible to fly small airplanes with 12” to 30” wingspans in indoor spaces. We negotiated the rental and use of an indoor gym at North Albion Collegiate Institute and started flying there every other Sunday during the winter months from about 2010 onwards. This space was not ideal as a single size basketball court was challenging to fly in. Then we started having problems with the school board who kept increasing costs because of the need to have a janitor on site to open and lock the facility. In 2015, with the help of a member who was a student at York University, we got to the right people who gave us permission to use a double size gym (i.e. two full basketball courts side by side). This turned out to be an ideal space and resulted in a surge of interest in indoor winter flying just when the sport was really taking off. Good commercial indoor kits were now readily available resulting in indoor, highly aerobatic, foam airplanes weighing in at just 100g to 300g. As soon as the weather turns to cold for comfortable outdoor flying, members starts asking about the first indoor flying date and winter schedule. It is probably not a coincidence that the surge in attendance at indoor flying has more or less coincided with a drop in attendance at the winter meetings described above. Members get their monthly winter RC “fix” in different ways.



*Early Indoor Flying at North Albion Collegiate Institute in 2010*



*York University Indoor Double Gym 2018*



*York University Indoor Photo Opportunity 2018*

### **Float Flying**

Being pretty much land locked from the beginning, there wasn't much interest or ability in the club to fly off water in the early years. That all changed in 2008 with an invitation from member Dave Niblett, to fly at his cottage on Lake Rosseau, and from that moment on, everything changed. We held an annual Float Fly and BBQ there for a few years and then located a site near the field at the Indian Line Campground on a water reservoir that was within their park. We started holding float flys there in 2010. This really got things going. The campground was only 15 minutes away from our main field so no two hour drive up north was needed. However, another member, Domenic Teti, invited us up to his cottage in 2013 on Buckhorn Lake in the Kawarthas which was a big hit too. Unfortunately, our permission to use the reservoir at Indian Line was withdrawn after our event there in 2018. The park's management decided to follow a policy of "no drone flying" in public parks after campers complained about drones flying over campsites. Unfortunately we could not convince them to make an exception for fixed wing airplanes flying over the water. We are going back to Buckhorn Lake this summer (2019) and we will have to see after that. Meanwhile we know that many members are using cottage properties of friends or family and are really enjoying the fun of water take-offs and landings.



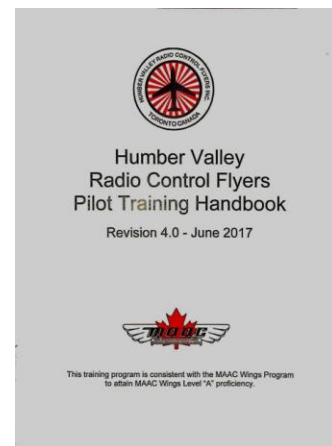
*Our First Float Fly in 2008 at Lake Rosseau.*

## Noise Policies

Every MAAC club these days has to be concerned about noise because very few fields are not affected in some way by urban sprawl. We had only a few noise complaints from surrounding residents over the years but take each one very seriously. We had a noise limit set many years ago but up until recently it was not consistently enforced. Then in 2016 a noise complaint by a resident south of Steeles Avenue prompted a visit by the City By-law Officer and a review of our policies by the Executive. The club had been growing and had attracted quite a number of large aerobatic 110cc to 150cc airplanes that could be easily heard south of Steeles Avenue. We met with the City, conducted noise tests, and in the end introduced a more restrictive sound control policy that required all engines over 1 cubic inch (about 16cc's) to be tested by the club's sound meter. All piston airplanes over 1 cubic inch needed to be measured at less than 88db at 25 feet on the ground. Any small engine that seemed to be loud could be challenged by an executive member and measured. We issued "Sound Cards" to members who had tested their planes so they could prove compliance and we could prove to the City that we were responsibly dealing with noise. We also changed our Safety Guidelines to state that "Glow or Gas powered models may not fly before 10:00 am". This policy resulted in a lot of discussion in meetings about prop noise, prop ripping, maximum allowable RPM, proper muffling systems and the like. Using good canister mufflers and sensible prop selection, even the big gas planes could be reduced to a whisper and the worst offenders who didn't put in the effort to get quiet, eventually left the club. We haven't had any further noise complaints since 2016.

## Student Training Handbook

Helping students learn to fly RC safely has always been an important part of MAAC and Humber Valley. The first Flight Training Handbook was developed around 1990 by Mike Whitelaw (President 1991-1992) who put in a lot of effort with very primitive tools to typeset it into a booklet that students could bring to the field so that instructors could follow the lesson plans in a consistent manner. In the early days, buddy boxes were not common and training consisted of passing the transmitter to the student and grabbing it back in emergencies. The popularity of buddy boxes soon made training a lot safer and easier and has been mandatory for as long as most of us can remember. There have been many updates and revisions made to the handbook since. In 2000 a more modern version was re-written by Joe Trinidad, edited by Miki Sasvari, and published by Tom Gottlieb. In 2007, Chief Flight Instructor Peter Heeley, wanted students to be trained more consistently across instructors and introduced more accountability into the training program by forcing students to bring their handbooks and have their instructor initial progress and grade skills. While a great idea in principle, this has always been difficult to enforce. The current handbook was re-written and published in 2017 by Tom Gottlieb and is now enforced very well by Chief Flight Instructor, Randall Thomas, who started in 2018. Randall also put a donated NexStar club trainer into service so students can learn on a standard club-owned trainer that was all setup and



ready to go. Powered by a .45 glow engine, it can stay in the air for 20 minutes while students switch in an out. Glow power is an advantage for training since it eliminates the need to pre-charge multiple battery packs. This also helped solve a more recent problem with students showing up with all varieties and sizes of untested airplanes with electric or glow power making it a challenge for instructors to provide consistent training. Gone are the good old days when every student had a .40 size glow powered Carl Goldberg Eagle/2.

### **Past Presidents**

We owe a lot of gratitude to these Past Presidents and all club executives who gave their time, experience, and energy to make Humber Valley a great place to enjoy RC.

Ed Orczy	1972 - 1974
Bill Bond	1975 - 1976
Pat Knight	1977 - 1978
Bill Watson	1979 - 1982
Barry Collingwood	1982 - 1985
Joe Trinidad	1986 - 1987
Fred Roberts	1988 - 1989
Mike Whitelaw	1990 - 1991
Richard Barlow	1992 - 1994
Jerry Pizer	1995 - 1996
Carlo Mandatori	1997 - 1998
Wally Jaremko	1999 - 2001
Tom Gottlieb	2002 - 2003
Dave Plank	2004 - 2006
Joseph Young	2007 - 2007
Mario Lopez	2008 - 2009
Pat Knight	2010 - 2011
Paul McMillan	2012 - 2015
Val Oddo	2016 -