



Special May Edition - Editor's Note



This is a special edition of the Flyer to remind you about important safety procedures that will ensure we have another safe and successful flying season this year.

Every pilot must follow our safety guidelines and our current sound testing and flight operations procedures. We must always be vigilant and be aware of the challenge of increased regulation from Transport

Canada. Therefore, it is not only important that every member follow all guidelines and club policies, but we must also be able to document and prove to the City and Transport Canada that we are doing so.

The rules and procedures that are in place are not suggestions. They are not optional and they apply to every member that wishes to continue to fly at Humber Valley.

So therefore I encourage you to please read this Special Edition of the Flyer very carefully and contact me if you have any questions or concerns. Together we can ensure that everyone enjoys the thrill and challenge of radio controlled flying at Humber Valley for years to come.

... **Tom Gottlieb**, Vice President & Editor

Update on the Club Trainer - Call for Help!



Chief Flight Instructor, **Randall Thomas** wants to re-certify the club's trainer and make it available for students and guest pilot flights. We own a good NexSTAR high wing trainer which is in excellent shape. All we need to get it in the air is some updated radio equipment. Here is where you come in. Do you have a spare Spectrum Tx, Rx, or Buddy Cord you would be willing to donate to the club?

Perhaps you upgraded your first Spectrum radio with a better DX6 or DX8 and you're not using your DXe anymore? We will put it to good use.

"Ask not what your club can do for you. Ask what you can do for your club." Call **Randall Thomas** or **Tom Gottlieb** if you can help.



By the way, students wishing to schedule instruction should contact Randall or any qualified instructor designated on our member list (see club web site) to schedule lessons.

Victoria Day Weekend Caution!

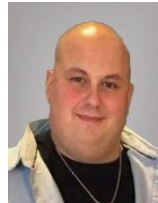


We just wanted to issue a word of caution to any pilots flying this coming Victoria Day long weekend. On these long weekends, local residents are more likely to be home and spending time outside in their yards enjoying spring

BBQ weather. If you have a choice, fly electric or avoid hi-rev 3D flying. Let's be good neighbors and keep it quiet out there over the long weekend.

Spring Season Opener and BBQ Sunday May 27th - 10:00am

The calendar presented us with a bit of a challenge this year due to Mother's day on May 13th and the Victoria Day long weekend May 19 - 21. After discussing with Field Officer



Michael D'Antonio we have decided that the field is in excellent shape and we don't need to dedicate a whole day for field cleanup as we have done in past years. There are a number of field maintenance projects that will be scheduled and completed in June but these will be organized by Mike and others by calling on specific individuals who will help

with the work. Some planned projects include:

- Updating signage
- Cleanout and organize the storage container
- Battery maintenance; top up with distilled water
- Roof repairs and installation of additional solar panel
- Filling potholes along the road and spreading gravel
- Garbage pickup along the roadway and fencing
- Tractor maintenance, oil change
- Flight station maintenance/repair/painting
- Geotextile runway repair and tack down

So instead, we will officially start spring with a spring BBQ and season opener on Sun May 27th.



Bring your favorite airplane, catch up with everyone after the long winter, and enjoy a day of flying, free food, and hopefully warm weather. We guarantee there will be no risk of frost on May 27th!!

Spring Safety Reminders

Since we are at the beginning of a new spring flying season, now is a good time to carefully inspect your airplanes before that first flight. Check all control horns and clevises, hinges, and servo and engine mounts to make sure everything is tight and secure. Also remember the following important safety guidelines.



- 1) Perform a range check before the first flight of the day.
- 2) Post your club member card and MAAC insurance card on the frequency board before you fly.
- 3) Do not fly north of the railway tracks or south of the flight line.
- 4) Except for loading and unloading, members should move their vehicles to the general parking area.
- 5) No aircraft will be armed or started in the shelter or pit area.
- 6) No use of alcohol or illegal drugs at the field.
- 7) No taxiing in the pit area.
- 8) Radios equipped with Failsafe capability must have the failsafe option enabled.



Announcing Drone Racing Event - Sat May 19th



The executive has approved the use of the Helicopter Field for a drone racing event on May 19th. The event is being organized by Humber Valley member and owner of New Generation Hobbies, **Zoltan Pittner** and he has mustered a team to prepare the site and set up the track. You may

recall that we ran a similar event last August on the main field. Zoltan was the chair of the Drone Racing Committee and the report of the committee recommended that the Heli-field could be adapted as a drone racing site without the need to interfere with fixed wing flying on the main field.

We expect that the field will be set up on Friday evening and there will be further setup and test runs on Saturday morning. Official race heats are expected to start around 10:00am and continue throughout the day. Spectators are welcome and Zoltan will set up his converted mobile home operations center which can patch in video feeds from up to 8 racers and display all the action on a huge TV monitor.



Zoltan Pittner



The starting gate set up for drone racing.



Spectators line up near mobile home command center.

April 4th Meeting Report - F3P Competition Explained - Pat MacKenzie

Pat's talk on F3P competition aircraft design combined with his experience as a current Canadian F3P Team member, made the April meeting program one of the best ever!



He started out explaining the different classes of competition which in many ways are similar to IMAAC rules. But things got really interesting when he described the building techniques he uses to get his F3P airplane under 50 grams!



Early competition airplanes were made of hollowed out Depron foam and would weigh about 130g. Then, lighter airframes were achieved by only using Depron framing covered with 3 micron Mylar plastic. These airplanes got down to about 60g but were fairly fragile. To get an aircraft to be lighter but more rigid, he started shaping 1/2mm carbon fiber rods using wooden molds, gluing the frame together and covering with Mylar film resulting in 45g! And yes it does make a difference. In this class of competition, you weigh everything and everything weighs something. The components are fascinating:

- 2 gram servos with casings removed
- 16" props of hollowed out carbon weighing 2.2 grams
- Tiny 7 channel receivers smaller than your thumbnail (see photo →)



And forget about using conventional insulated wire and connectors. They are way too heavy! All connections are soldered directly to each other using "hair-thin" enameled magnet wire. This sport is not just about great flying. It is largely about innovation in design and construction. Don't miss attending one of these events next year!



How I will remember Terrence Allen



I am sorry to have to tell you that **Terrence Allen** passed away last week after battling lung cancer which came on very suddenly only last November while he was away visiting with his son and daughter-in-law in Australia. He was 68. Terrence loved RC and was well known and respected within the club. He would always attend club

planned events and winter meetings. Terrence joined Humber Valley in 2005 but his RC experience goes back well before that. His MAAC number "9649" pretty much tells you how long he has been in the hobby. He was an avid builder and flyer as you can see from these pictures and he often brought in very interesting and complex models to club meetings. He was a flight instructor for a number of years and was always there to help other members sort out a problem.



I only knew Terrence through the lens of Humber Valley; seeing him frequently at the field and at club events. When I first met him, one thing that stood out was his precise command of English and the unusual and articulate way he expressed his thoughts. If you didn't know him, you might think he was showing off, but that was just Terrence. He had a formal way of expressing himself that was always clear, accurate and correct. He was always respectful and kind to others and as I got to know him, I learned that he was also a very religious man who believed that he was here to fulfill God's higher purpose, even if it was not his place to fully understand what it was, or where it would take him. He held onto this conviction right to the end in spite of the serious

illness he suffered and could not overcome. He was very involved in activity groups that were available for the children at his church. He was forever the optimist and dabbled at being a life coach for a time.

When I think back, there were some small events that gave me a clue to the measure of this man. At our February Frozen Finger Fun Fly in 2010, I took this picture of Terrence spending time with a young girl who came with her father. He just loved children and helped her build this snow cone fort rather than hang out with the guys and fly his plane.



I thought the picture said something about the club and the importance of family spirit, so I published it in the March 2010 Flyer. When Terrence saw it, he called me to specially thank me for including it. He was pleased that I understood Humber Valley was more than just about flying airplanes. It was a place where children felt safe and part of a community that was bigger than just Mom and Dad. I noticed on many other occasions that he would often make the effort to engage children in conversation and ask them about what they liked and disliked when Daddy was off flying. He talked to my granddaughter one day and she said it made her feel special and important because he listened to what she had to say.

I learned only recently that Terrence owned Unionville Hobbies from 1975 to 1978. He once had a private pilot's license, a black belt in kick boxing, played drums, loved fishing, raced model boats, and read and often quoted "The Prophet" by Kahlil Gibran. As I said before, I knew him to be a spiritual man. I speak for all Humber Valley members when I say that we lost a good friend and he will be sorely missed.

... **Tom Gottlieb**, Vice President and Editor

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