



Humber Valley's Meeting Announcement Tuesday Dec 1st, 2009 @ 7:30pm



Here's how to get there: From the 401 East or West, exit at Keele Street North. Turn right on Sheppard Ave, and follow

Sheppard to the entrance to Downsview Park. Turn right into the park onto John Drury Lane until you reach Carl Hall Road. Turn left at Carl Hall and continue east over the railway tracks to the museum, which is on your right.



Calendar of Upcoming Events

Tue Dec 1 st	Club Meeting: • Dan Paluzzi on Coroplast • Steve Simpson - Canada RC Plane
Fri Jan 1 st	New Year's Fly In - High Noon
Tue Jan 5 th	NOTE: Club Meeting Cancelled!
Tue Feb 2 nd	Club Meeting • Executive Elections • Annual General Meeting • Wings Award Ceremony

Free Pizza at the next Meeting!

As usual, there will be free pizza at the December 1st meeting.

Dec 1st Meeting Program Announcement Steve Simpson - Canada RC Plane

Steve Simpson is a Humber Valley member who will come and talk about ARF's being offered through his new company. Visit www.canadarcplanes.com for some nice pics of the big cub he will be offering. It looks like a beauty!



Steve Simpson's 71.5" gas Piper J3 Cub

More Planned for the Dec 1st Meeting Coroplast Building Techniques with Dan Paluzzi

Our own Treasurer **Dan Paluzzi** will discuss his experience with corrugated plastic building materials and share lessons learned. Dan will be demonstrating the art of Coroplast building showing the techniques of cutting, bending, gluing and tricks that make projects easier for the first time builder. You will

learn what works and what doesn't with respect to this interesting building technique.

Dan will show you how to turn this... into this!



Important Safety Reminder

Tony Phan - Safety Officer

This is an important reminder to all pilots that you must be aware of and abide by all safety rules. There has been some really good fall weather the last few weeks which has resulted in a very busy field on several recent weekends. Please note that the position of Safety Officer goes hand in hand with Chief Instructor (according to our constitution) and Tony Phan performs this dual role for the club. Tony has brought to the attention of the executive, that there is not enough awareness of specific rules and has given us notice that after this reminder, all rules will be enforced. In particular the following rules are critical. **Tony is authorized by the club to ground you if you break them:**

- 1) Standing in front of the fences while flying.
- 2) Disregarding circuit direction.
- 3) Flight line violations – note the flight line is 7meters (23 feet) in front of the fence.
- 4) Disregarding MAAC's 3D safety rules – see below.

Regarding (4) above, many pilots do not understand the difference between Aerobatics and 3D flying. Standard maneuvers like loops, rolls, knife edge, split S, Immelman etc. are not considered 3D and can be performed with other planes flying in the general circuit direction. Our club rule says:

"Whenever more than one plane is in the air, pilots will establish an agreed circuit direction. Aerobatics will be performed with due courtesy and consideration for safety, in the general direction of the circuit, and will be away from the flight line and the pit area."

OK - So then what is 3D?

Section 4.7 of the MAAC Safety Code defines 3D as any deliberate maneuver where the aircraft's flying surfaces are stalled and the airplane doesn't move in a normal flight path. (e.g. hovering, blender, harrier pass). The MAAC Safety Code goes on to say:

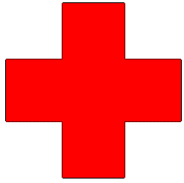
When operating any Radio Control model airplane performing 3D aerobatics MAAC members will adhere to the following:

- 1) ***I will not deliberately perform any 3D aerobatics without announcing my intentions to the other flying R/C Pilots.***
- 2) ***I will not perform low level (less than 10 metres) 3D airplane aerobatics along the flightline while other aircraft are airborne.***

Please study these rules carefully. You must meet both Humber Valley and MAAC safety rules or you will be grounded.



What should you do if you see a safety problem?



Everyone has an obligation to both observe the rules and help enforce them. Here are our suggestions of what to do if you feel a pilot is disregarding any safety rules.

- 1) Report the incident to the Safety Officer or any executive ay the field.
- 2) If no executive is at the field, remind the pilot politely about following the particular rule.
- 3) If that doesn't work, call a **pilot meeting** of all pilots and start a discussion of the particular safety rule in question in order to get agreement from pilots.
- 4) Report the incident to the executive for follow up.

Humber Valley Noise Guidelines

After considerable discussion and research, the executive has decided it was necessary to revise our noise guidelines. It became apparent that some engines are not adequately baffled, may have the wrong propeller installed, or both. The old limits were set over a decade ago and are not in line with current MAAC recommendations. The issue of noise limits was raised by a few members and was discussed at the November meeting. Rocco Vita conducted a noise measurement experiment at the meeting and we have been testing various aircraft at the field.

It quickly became apparent that many aircraft are not adequately baffled and are very disruptive to other flyers. There are many stories of field privileges being revoked over noise complaints. Don't think that we are immune from this possibility. It is up to every member to make sure his aircraft is within guidelines.

How loud is too loud?

Here are some guidelines

- Prolonged exposure to any noise above 85 decibels (dB) can cause gradual hearing loss.
- At higher decibel levels, hearing protection is strongly recommended.
- 100 decibels - no more than 15 minutes prolonged exposure recommended
- 110 decibels - regular exposure of more than one minute risks permanent hearing loss without hearing protection.

163dB	Hunting rifle
120dB	Snowmobile
110dB	Chainsaw
105dB	Snowblower
90dB	Lawnmower
80dB	Traffic noise
60dB	Normal conversation
40dB	Refrigerator humming
20dB	Whispered voice

New Measurement Guidelines

MAAC's current recommended maximum noise level is 96 decibels at 10 feet with an "A" weighted scale. There are many problems with this guideline since actual readings can vary greatly with the height of the meter off the ground. Therefore IMAC created a Sound Task Force (STF) that came up with a more reliable measurement technique. The STF wanted to provide the IMAC membership with a method of measurement

that is insensitive to measuring technique thus making the measurement more accurate and repeatable. The data they collected clearly shows that measurement closely matches the human experience between 15 and 50 ft away from the noise source. It also shows that when measuring at distances of 10 feet or less, the reading becomes very sensitive to the height the meter is off the ground. The decision to use 25 feet as a benchmark is based on repeatable measurements made by the STF.

It turns out that 88 decibels at 25 feet is equivalent to 96 decibels at 10 feet at 3 ft height with an "A" weighted scale. Therefore, the club has ordered a high quality sound meter and will be setting up a sound testing station at the field. We will be randomly testing planes and set the final maximum noise limits later this winter based on this experience with an accurate meter.

This issue will be discussed at the December meeting but please understand that your engine's noise is your responsibility – not the club's. This winter would be a good time to modify your excessively loud engine before your plane is grounded. Stay tuned for an update in next month's Flyer.

What can you do about noise?

Fortunately there are many good sources of high quality mufflers that will quiet your aircraft and still leave you with plenty of power. We strongly suggest you make this a priority over the winter and obtain a good muffler system so that you will be able to fully enjoy flying next season. For large gas engines, the aftermarket mufflers are often much better than those supplied by the manufacturer. For more information try Bisson Custom Mufflers at www.bissonmufflers.com. Bisson Custom Mufflers was established in Toronto in 1970 by George Bisson. Not satisfied with the muffler on one of his aircraft, he decided to make one for himself. After hearing his muffler at the local field, friends and fellow flyers starting asking for mufflers for their own aircraft. Hobby shops started ordering shortly after that and his mufflers are now sold worldwide. The factory currently manufactures in Parry Sound, Ontario and supplies to hobby shops all across Ontario. Please check them out!



2009 Renewal Reminder

This year's membership applications are available from our web site and a supply will be available at the December meeting. Please note that there will be no early bird renewal rate this year. **However, we will raffle one free membership refund from among all renewals received before December 31, 2009.** If you plan to renew at the meeting and plan on paying by cash, please make sure you have the exact change.

.... Dan Paluzzi, Treasurer

Your 2009 Executive

President, Pat Knight (416) 225-2687
 Secretary & Treasurer, Dan Paluzzi..... (905) 303-0337
 Program Director, Rocco Vita (416) 230-1662
 Field Officer, Gary Del Bel Belluz (416) 741-8181

Appointed Positions:

Chief Instructor/Safety Officer, Tony Phan (416) 436-8088
 Editor, Tom Gottlieb (416) 781-3189
 Web Master, Barry Collingwood (416) 925-6588
 Librarian, Roy Gee (416) 749-8793