



## Humber Valley Meeting Announcement

**Note: New Location !!!!!!!!!!!**

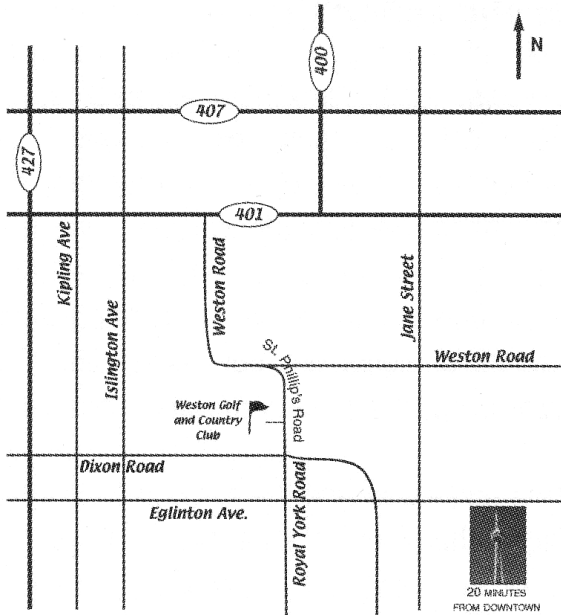
**Wed Nov 5<sup>th</sup> 2016 @ 7:30pm**

**Weston Golf and Country Club**

Wadsworth Room

50 St. Phillips Road, Toronto ON M9P 2N6

Please note our new meeting location. This is a first class facility with large meeting rooms, a convenient location just south of the 401 at Weston Road and lots of parking. If you come via the 401, drive south on Weston Road and keep right on St. Phillips Road. Then keep a close watch for the entrance on the right past some tall hedges. It kind of sneaks up on you! Then keep to the right and park in the lot at the rear of the building. The main entrance is right off the parking lot. The Wadsworth meeting room is straight ahead on the left. **Feel free to bring a friend.**



Snacks and soft drinks will be served. Hope to see you there!

## Calendar of Upcoming Events

Wed Nov 5 <sup>th</sup>	Club Meeting @ 7:30 pm <ul style="list-style-type: none"> <li>Telemetry Systems - Zoltan Pittner</li> <li>New Noise Guidelines &amp; Discussion</li> <li>Member Renewal Drive</li> </ul>
Early November	Indoor Flying @ York University Watch your email for startup notice and map.
Wed Dec 7 <sup>th</sup>	Club Meeting @ 7:30 pm <ul style="list-style-type: none"> <li>Noise Guidelines Update Discussion</li> <li>Buy and Sell</li> <li>Don't get unglued! Everything you wanted to know about glue but were afraid to ask.</li> </ul>
January	No January meeting. Happy New Year!
Wed Feb 3 <sup>rd</sup>	Club Meeting <ul style="list-style-type: none"> <li>Executive Elections</li> <li>Annual General Meeting (AGM)</li> </ul>

## Oct 5<sup>th</sup> Meeting Report

### Focus on Noise Control Policies



The subject of noise was discussed at the Oct 5<sup>th</sup> club meeting held at the Weston Golf and Country Club. President, **Val Oddo** summarized what we knew up to the date of the meeting as follows:

- Val spoke with the City inspector who did not offer much information or advice except that there were no further incidents but did not say his investigation was closed.
- Val reported on a new townhouse development planned to start construction next year. It is called Kipling Court in Woodbridge Park on a 14.8 acre site planned as a low-rise townhouse development. The current plan calls for 256 townhomes, 118 traditional towns and 138 back-to-back towns. These homes will be immediately west of the cricket field and will further threaten the use of our field. For this reason we will be taking action to begin shifting flying operations to the east. See: <https://fortressrealdevelopments.com/projects/kipling-court> for more information. This project will be built very close to our location at the edge of the cricket pitch. A cricket pitch is one thing, 256 homes is quite another. Whatever rules we adopt now may have to change when this development is built.
- Val and I agreed on a plan to contact the City Parks Supervisor to explain our field operations and get feedback on how they feel about the current situation, any recommendations, and what we are doing as responsible long term tenants of Thackeray Park in which the field is located.
- Mike Gerace** and **Val Oddo** reported on the flying tests conducted the week prior to the meeting. Tests were conducted on small .25, .46 nitro planes and a 70cc gas. Tests consisted of flying high speed, high altitude circles just west of the field and north of the cricket pitch with a prevailing north wind (blowing south). Engine sound was clearly heard in the residential court south west of the Steeles/Kipling intersection. Under these extreme conditions, no airplane would be exempt from putting noise into the neighborhood. Notwithstanding the loud noises of traffic and trains in the neighborhood, it was clear that zero noise could never be achieved by piston engines and we should never be flying in this extreme way. It was an eye-opener however at how much the sound carries and validated the need for caution.
- Tom Gottlieb** presented a home made "after" muffler (shown at right) and resulting sound tests. Results are attached for your information. Bruce showed a simple \$12.00 lawn mower muffler that could easily be attached as an after muffler but has not yet tested it.
- It was generally agreed in discussion that members could do a lot more to reduce noise if they made the effort.





## Defining The New "Normal" for HVRCF New Noise Policy Guidelines Return of Limited Piston Engine Operations

**Tom Gottlieb, Vice President**

For members on our email list, you have received several notices from me over the last two months as we meet the challenge of limiting noise generated by internal combustion engines on our models. For those members without email, I attached copies of the email notices with last month's (October) Flyer and repeated some information about the noise discussions on Page 1 above.

As I described in my October 19<sup>th</sup> email notice, our President Val Oddo had a long conversation with the City Parks Supervisor. An executive meeting was subsequently held on Monday October 24<sup>th</sup>. After careful consideration and much debate, a decision was reached to resume flying limited size nitro powered airplanes effective immediately, subject to the club's new noise guidelines below.

As a club, we feel we cannot emphasize enough that it is not the responsibility of the executive to enforce noise limiting guidelines. It is the responsibility of each pilot to make his plane and as quiet as possible and to fly it as quietly as possible to preserve the use of the field for the future enjoyment of all members. The cliché that applies here is:

**Ask not what your club can do for you.  
Ask what you can do for your club.**

What we need here is a culture change in the club. Our future depends on it. It is your responsibility to minimize the noise pollution you spread into the communities to the south, east and west. Yes - I said noise pollution. How can you do it? Follow these new guidelines.

### HVRCF Noise Policies and Guidelines

- 1) Gas powered planes are still grounded until further notice. Future policy on limited size Gas powered planes will be determined over the winter and spring after another meeting with the City this month, further testing and additional guidelines on size, allowable db levels and possible other factors.
- 2) Effective immediately, nitro powered planes may start flying subject to the following guidelines.
- 3) No Nitro engine flying before 10:00 am every day.
- 4) All engines must measure sound at less than or equal to 88dB at 25 feet.
- 5) All engines must not exceed maximum propeller tip speed of 0.65 Mach at full throttle according to the prop chart below.
- 6) Planes should be re-tested after any change in prop, engine or airframe. Test results are to be logged in the sound test log book.
- 7) All pilots (Nitro and Electric) should sign in the flight log book upon arrival at the field. This is designed to provide a record in the event of an incident and allow us to analyze field usage.
- 8) All nitro-powered planes must use at least a quiet stock muffler. Stock baffles may not be removed.
- 9) All airplanes: No prop ripping - EVER.

- 10) Pilots are encouraged to choose 3-bladed props or smaller diameter/higher pitch prop for lower tip speed at same RPM.
- 11) Pilots are encouraged to fly responsibly to minimize noise:
  - a. Conservative throttle management.
  - b. Avoid full throttle flying if there is a brisk prevailing North wind (sound carries South).
  - c. Choose to fly at lower altitude at slower speed rather than high altitude, high speed.
  - d. Avoid continuous full throttle circuits or passes.
  - e. Avoid continuous full throttle 3D maneuvers.

### Noise Guidelines are Subject to Change

The executive committee reserves the right to change any guidelines in response to any threats to the field at any time without prior notice. Please do not take these privileges for granted. Any executive or member of the Noise Committee has the right to ground a plane for any perceived or real noise related issue. Pilots may take up complaints to the President but we have unanimously decided on a zero tolerance policy concerning members following the noise guidelines. The construction of the townhouse development to the west of the field may impact future guidelines.

**Val Oddo and Tom Gottlieb** have scheduled a meeting with the City on November 17<sup>th</sup> to discuss our field operations. We will report on the outcome at a future time. Thank you very much for your continued cooperation and support. This is a very complicated issue and we have to be cautious in our approach. Together, we can do this!

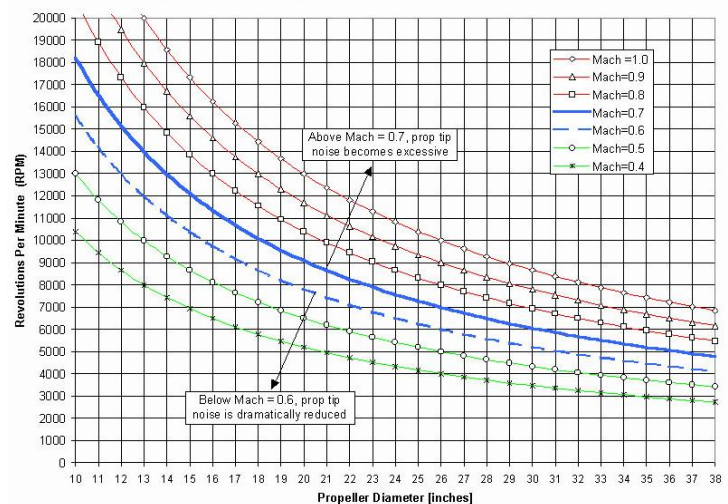
### Allowable Propeller Speeds

To reduce excess propeller noise, it is mandatory that maximum propeller speeds be under 0.65 Mach. The chart below provides a RPM cap based on the propeller diameter.

It is generally accepted that as propeller RPMs get over 10,000 RPM (in the smaller propeller diameters) the frequency becomes more annoying to the human ear. We highly recommend propeller speeds for the smaller propeller sizes be minimized to reduce this noise.

The chart below shows the relationship between RPM and tip speed according to the prop diameter. The table on the next page captures Mach 0.65 RPM by prop diameter.

Figure 1. Propeller Tip Mach Numbers (@ 75 degree F, ambient temperature)





Prop. Dia	RPM @ 0.65 Mach
7	23,400
8	20,475
9	18,200
10	16,380
11	14,891
12	13,650
13	12,600
14	11,700
15	10,920
16	10,238
17	9,635
18	9,100
19	8,621
20	8,190
21	7,800
22	7,445
23	7,122
24	6,825
25	6,552
26	6,300
27	6,067
28	5,850
29	5,648
30	5,460
31	5,284
32	5,119

## How to Measure RPM



You can measure RPM with a handy Hanger 9 Tachometer. Very useful for tuning your engine. You can pick one up for under \$40 at most hobby shops. We expect to get one and keep it stored with the sound meter to assist with sound testing and maximum RPM measurements.

## 2017 Renewal Reminder

The new 2017 membership application form is attached to this Flyer and we will have copies available at the November 5<sup>th</sup> meeting. Please note the fee for renewals before Jan 1<sup>st</sup> is only \$75.00. What a deal! After that you will have to pay more. Fees are \$80.00 up to January 31<sup>st</sup> and \$100.00 after that. **Renew early and save!!** We have also maintained membership benefits for seniors and juniors joining under the "Family" plan. See the notes on the renewal form.



... to renew your membership today!

Make sure you have the correct amount in cash or bring a cheque to the meeting to renew. You can also mail your application form and cheque to **Bruce Gillespie** at the address noted on the form. It is important to fill in all the required information clearly so that we have accurate data in our membership database.

## We Are Here to Help!



Got a question about how you can reduce noise? Need help? Please see any club executive. **Tony Phan** has lots of experience with engine baffles. We have done lots of research on sound. This issue has been a wakeup call for us all. We will continue to keep you posted on new developments.

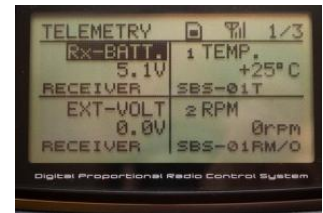
## Nov 5<sup>th</sup> Program Announcement Telemetry Systems - Zoltan Pittner



We are lucky that our club member and MAAC FPV Chair, **Zoltan Pittner** has agreed to share his knowledge and experience with RC telemetry systems. Telemetry is a two-way digital data stream, which can send data both ways from the flight down to a ground station and send commands up to the autopilot of the UAV. There are several different ways to get telemetry data, such as embedding it in the video stream of your FPV system and,

confusingly, some of the latest RC transmitters/receivers offer a limited telemetry stream. However doing it with a dedicated wireless radio link it arrives in a full digital form that can be displayed, logged and analyzed by the ground station software.

RC telemetry systems provide the means to accurately gauge certain parameters of your model during flight. Think of it as a remote dashboard. Do you want to know how hot your motor is running? How about an alarm that can warn you when your model reaches an altitude of 400 feet? Telemetry devices can provide those things and more. Although it's possible to control the aircraft via the telemetry stream, most people use RC for that due to the superior reliability of that dedicated radio link and controller (as well as the need for a second control system for safety).



Hear from the expert what you can and cannot do with telemetry in your model and how it can enhance your ultimate RC flying experience.

## Surprise Renewal Application Test!

You will find a surprise quiz on the back of the 2017 application form that you must pass to renew your membership. The quiz serves as a reminder that you understand the key flight and noise rules for the 2017



season. If you mail in the form, you must complete the test or your membership will not be renewed.



## Indoor Flying is Coming Back in November! York University Site! Yes you heard right!

We have been working hard to get the dates lined up for Indoor Flying at York. Unfortunately, we don't have the final dates reserved but they will be sent out by email, posted on the forum, and published in the December Flyer.

### Where is it?



Here is the information you need and how to get there:

We will be using the "Field House" in the Tait McKenzie Building on 1 Thompson Rd 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.

### When is it?

We will send out the schedule as soon as it is confirmed by the University. We expect to startup the first or second weekend of November.

### What are the rules?

These are the rules set by the University. Please follow all rules to make sure we will continue to enjoy this great site!

- No outside food or beverages will be permitted at the event (either sold or handed out)
- York University is not responsible for any 3rd party items / equipment that are left in any sport and recreation facility. This is to include but is not limited to items which may go missing, damaged items due to vandalism and/or misuse, inappropriate handling, etc.

### What is the space like?

In a word... AWESOME. It's a huge double gym.

### Where can I park?

Park in the South lot right opposite the main entrance doors. Parking is only \$7.00.

NOTE: There is another parking lot on the North side of the building but if you park there, you will be sorry since you will have to walk all the way around the building to the South entrance.

Looking for a good indoor flyer? Twisted Hobbies makes a full line of indoor EPP foam models like this Crack Yak with 32" wing.



### Buy and Sell Planned for December Meeting

Now is a good time to clean up your work bench and get rid of all that stuff you don't need. Bring it to the December meeting and see what you can get for it for some good old fashioned Humber Valley club bargains and fun!



If you are in the buying mood, you will surely see a few bargains so bring your wallet.

### Show and Tell Too!

We are always interested in your new project or airplane. Bring it in to show at any club meeting

### Your 2016 Executive

President, Val Oddo .....	(416) 566-9807
Past President, Paul McMillan.....	(905) 851-7387
Vice President & Editor, Tom Gottlieb.....	(416) 781-3189
Treasurer, Bruce Gillespie.....	(416) 741-4385
Secretary, Danny Karaskakis .....	(416) 356-1295
Program Director, Milton Charlton .....	(416) 783-6413
Field Officer, John Neves.....	(416) 937-8579
Chief Instructor/Safety Officer, Tony Phan ....	(416) 436-8088

### Other Appointed Positions:

Web Master, Paul McMillan.....	(905) 851-7387
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