July 25, 2020

To: Airport Manager
Goderich

Dear Sir,

The deafening noise from radio-controlled aircraft (models) flying over our property at Lake Avenue has now become intolerable.

From 8:00 am this morning continuously until sunset at 9:00 pm, we have been subject to a persistent cacophony of noise so loud we could hardly speak at times.

As peace-loving law-abiding citizens of this land, we have a legal right to enjoy our property and life unmolested. This right has now been denied by the maniacal scream of these machines.

1) The noise and pollution of these radio-controlled machines atreetop level on our property constitutes a physical trespass on our land. This is illegal.

2) These machines are dangerous. Once beyond control, these heavy metal flying machines with their load of fuel propelled by powerful jet engines at warp speed could do widespread property damage. If they were to hit an animal or human, they would cause serious injury or death.

3) The main part of our property has been legally deemed a nature reserve by the ecosystem biophysical conservancy and is protected as such. (See legal notice from the NBC on the

RECEIVED
JUL 29 2020
BA 10:05 am
East side of Lake Avenue at the Junction of hard-top and gravel sections). The piercing noise here will eliminate any bird life and terrify any wild animals — as it terrifies us.

For these and many other reasons it is now imperative that radio-controlled aircraft flying at site Goderich Airport must cease immediately and permanently.

Yours faithfully,

[Signature]

Copies of this letter have been sent to:
- The Mayor & Council, Town of Goderich
  57 West St., Goderich N7A 2K5.
- The Mayor & Council, A-C-W Township
  82133 Council Line, P.O. Goderich N7A 3Y3.
- The Extermant Biosphere Conservancy
  503 Davenport Road, Toronto, ON.
- [Other details]

[Address]

[Signature]
Flying Model Aircraft Comes Under Scrutiny After Fatal Accident in Brooklyn Park

By Matt Flegenheimer and Lisa W. Foderaro
Sept. 6, 2013

New York City is well acquainted with many of its hobbyists — the bird watchers of Central Park and the skateboarders of Union Square, the train buffs who ride the rails and the car-lovers who prefer to avoid them.

But this week, a fatal accident introduced many residents to another group for the first time: the relatively small but passionate band of remote-controlled-aircraft enthusiasts, who on Thursday lost one of their own, Roman Pirozek Jr., 19, after the model helicopter he was piloting in a Brooklyn park struck him in the head.

In a flash, the hobby was thrust into the spotlight, with practitioners fielding questions about its safety, seeking to thwart suggestions of a moratorium on flying and holding close to the pastime that has bound them together.

“When you love something so much,” said Matthew Mascialino, 42, who often flies models over Marine Park, “you fear that it could be taken away.”

Councilman Domenic M. Recchia Jr. of Brooklyn called on the city on Thursday to suspend helicopter flying in Calvert Vaux Park in Brooklyn, the popular patch where the accident occurred, “until we find out what exactly transpired.”
The city’s parks department said Friday that it would “be looking into all aspects of the accident to see if any changes are needed to ensure that this hobby can continue safely in our parks.” But helicopters and planes will continue to be allowed in designated areas, officials said, unless an investigation uncovers a reason that would justify a ban.

According to the department’s Web site, there are only a small number of other locations where remote-controlled hobby aircraft are allowed, including Flushing Meadows-Corona Park and Forest Park in Queens, and La Tourette Park on Staten Island.

Flying experts took pains on Friday to cast the accident as a fluke. The Academy of Model Aeronautics, the hobby’s governing body, said Mr. Pirozek’s death was only the second fatal episode involving remote-control helicopters in the United States in decades. In 2003, an instructor in Texas was killed after the blades from a student’s model struck him in the throat.

“It has an excellent safety record,” Richard Hanson, an official of the academy, said of the hobby. “This particular accident is very, very tragic but also very, very unusual.”

As a condition of membership in the academy, fliers must agree to adhere to a safety code, Mr. Hanson said. Craft operated by remote control are prohibited, for instance, from “flying directly over unprotected people, vessels, vehicles or structures.” Pilots may not fly model aircraft higher than 400 feet above ground level when within three miles of an airport, unless the airport operator is notified.

Mr. Hanson said Mr. Pirozek — a member of the academy since 2001, when he was a child — had learned from his father, an avid flier. The younger Mr. Pirozek had developed a reputation as “a very accomplished and competent helicopter pilot,” Mr. Hanson said.