

SOUND ABATEMENT AT THE MARYMOOR R/C AIRFIELD

(All R/C field users must be members of Marymoor R/C Club)

In order for we Marymoor R/C flyers to be good neighbors for both other park users and the adjacent community, we must ensure that our airplanes' engines are appropriately quiet. Electric flyers, with the possible exception of some ducted fans, are not subject to the requirements of this program. However, most of us operate glow or gas powered models. It is mainly for these glow/gas powered models (and possibly some EDFs) that we must establish a sound abatement program which is technically reasonable, administratively sensible, and acceptable to park authorities. To this end, we have designed a process of testing and certification that will not unfairly restrict the facility or be burdensome to the field's glow/gas/ducted fan flyers. It is expeditious, verifiable, and complies with park authorities' decision on "a static test limit of 90 dBA measured at 25 feet." Only aircraft displaying a certification sticker will be allowed to fly at Marymoor.

SOUND TESTING AND CERTIFICATION PROCESS

The Test Procedure. The sound meter will be used in the "A" weighting position. Position it 25 feet from the model in the plane of the prop at a height of 2-3 feet and with no noise reflecting objects within three feet. Point it directly at the model and have the engine run at full power. Visually ensure throttle stick is full forward and that carb barrel is fully open. Record maximum dB achieved during a 5-10 second run-up. If the tester perceives the engine is tuned excessively rich, and not achieving potential maximum RPM, he may cancel the test and request a retuning of the engine before another certification attempt.

Pass/Fail Certification. Using the sound test form (an original plus carbon), the tester will circle "Pass" or "Fail" along with the observed dB reading. The form will record pilot's name, model type, engine, prop type/diameter, and muffler type. In the case of a "Fail," the tester will also include an opinion of the cause, either muffling system or propeller. If a "Pass," the tester will sticker the fuselage with a serialized sticker and record same on the form. The tester and pilot will date and sign the form.

Program Administration. The Marymoor R/C Sound Officer will promulgate (posters at the field and the club's web site) the schedule of dates/times when testing/certification will be conducted at the field. A few Test/Cert Assistants will enable this to be reasonably often. The sound officer will maintain a file of all completed test forms (bottom copy) and the certification stickers. Refusal by a club member to have his/her plane tested as required will be grounds for revoking membership.