

- January 2015 -



Josh Pegg from Brant Aero explaining how GPS information is augmented with ground-based systems to improve accuracy 10 to 20 times what a basic GPS provides. (Photo by Lee Coulman)

President's Message

Happy New Year everyone!

2015 started with a great presentation on aircraft avionics and electronics by Josh Pegg of Brant Aero at our January 12th meeting and February will be our annual opportunity for recurrency training with Fred Grootarz. Thanks to Lee and Clare for making those arrangements on our behalf.

Other events and topics being considered this year include:

- An ATC Tower tour and presentation
- Auto engine conversions and PRSU's
- Air Cadet night
- Shoestring budget aircraft projects
- Aircraft paint and covering systems
- CYKF update and future plans
- Gliders and Ultralights
- Show and Tell night
- Aviation Movie Night

These are a few of the ideas brought forward from the December executive meeting, but we are still looking for input from the members regarding other ideas and topics for the monthly meetings. We hope to develop a full slate of meeting topics, guest speakers and items of interest to amateur builders and recreational flyers before the March meeting.

The executive meetings have generated some great ideas that I will be using, along with the ideas brought forward from the members in 2014 to develop a chapter strategic plan. I will review it with the rest of the executive for their approval and present it to the members at the regular chapter meeting on March 9, 2015. We hope to make things more interesting, more educational and more fun for all our members.

2015 is going to be a great year for KWRAA!

- Dan Oldridge

History Mystery...

As most of you know now, the chapter charter documents have been found and I have reviewed the oldest of these documents. There is still a lot of information missing regarding the chapter's history and current status relative to the charter, bylaws and legal status.

Some interesting facts about the chapter are:

- It was incorporated on May 7, 1968 as chapter 164 of EAA
- It was started by Ed Doyle, Val Fasken, Ronald Freure, Ken Pritchard, and Ed Lubitz
- The first President was J. Shoemaker
- The first VP was Ed Doyle
- Jerry Younger was one of 6 directors
- There were 11 members in May of '68
- The chapter was re-registered as a chapter of RAA in 1989

There are several other documents related to the chapter and its business over the years,

but I do not have access to them at this time. Once reviewed, I will make recommendations for changes or further reviews of our status relative to the original charter.

There are also some items in the bylaws from 1968 that require review and research such as the need for 6 directors. It appears from the 1968 documents that the executive may also be directors, except the President and VP.

Another area of concern is the dated language in the bylaws, which require meeting notices to be delivered, telephoned or telegraphed to members. If this has not been updated, it should be done to reflect the technological changes that have occurred in the last 47 years. I suspect there have been some bylaw changes made, but I just don't know about them yet until I review the remainder of the documents.

-Dan Oldridge

Project Completions

In the last newsletter I reported on four project completions for 2014, but one of the planes did not reach true completion state until early this year. Gunter's Van's RV-8 was extremely close and we figured he would likely be flying in 2014, but a number of factors prevented that from happening, so I moved it to the 2015 list.

2015 is also looking good for project completions within the chapter. It appears that Gord Reed's Pegizair will be flying this year as will Clare Snyder and Clarence Marten's Pegizair. I hope to showcase each of these projects as well and tell you a little bit about the builders and what inspired them to build what they did. I hope to delve in a little deeper into the personal aspects of the motivations, decisions, and trials and tribulations than the typical story in the Rec Flyer magazine, where Gary does a great job of discussing the technical side of each build and the merits of each homebuilt aircraft.

In this issue I had hoped to do a story on Cam Wood's Zenith CH750, but I was a little remiss in getting together with him to get the background information before I left for BC, so now I hope to do his story in the February or March issue of The Leading Edge.

In March of 2014, I was lucky enough to have my plane featured in the Recreational Flyer, but a lot of the detail of what motivated me to build the highlander was not included, so I am filling in a few details of my own story this month.

If you know of another member who has completed an aircraft build project whether plans or kit built, please advise me so I can include them in this series of builder stories.

Happy building and flying... Dan Oldridge

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Dan unpacking, building and flying his Highlander... a three year process and dream come true

The story of my Just Aircraft Highlander actually begins about 10 years ago, when I was portaging my canoe into a back country lake, like I had done many times before. As the age of fifty approached, far too quickly I might add, I began to really feel the aches and pains as I hoisted the canoe up onto my aging and aching shoulders. I began to think about how much easier it would be to fly in, fish for the day and fly home the same day.

I thought back to a day about 20 years before, when I was making one of many trips into Lingham Lake in eastern Ontario in the 1980's. Lingham used to be one of the best bass fishing lakes in Ontario due to its remote location and difficulty in accessing it. The closest road was about five miles away and the only means in (other than by air) was by portage or using a tractor and wagon service that took fisherman in from the road down a trail that would be a challenge for all but the most rugged 4-wheel drive truck.

On our way home from the lake, we met a local man at a service station and talked about the lake and the incredible fishing we had experienced. I pulled out my topo map and showed him another small lake in the area and that I had tried several times to get to, but had failed due to heavy undergrowth, swamp and the remote location. He thanked me for telling him about it because he had a small single place ultralight on floats and wanted to try the lake. I have had that very image burned into my memory and recalled it every time I attempted to access another remote lake the hard way. I still wonder to this day what the fishing is like in that small remote lake.

Fast forward back to my early fifties... I mentioned to my wife Chris that I was

interested in getting my ultralight pilot's licence and buying a flying inflatable boat. I decided to take a flight in a trike, since it most closely resembled and handled like the flying inflatable boat. It was a cold March morning when I climbed on board the trike in front of a gentleman from Springfield, Ontario who called himself the Red Baron. Although I really enjoyed the great view and freedom of flight in the trike, the cold wind was almost overwhelming in spite of the snowmobile suit and warm boots. I quickly made the decision that an enclosed cockpit was the only way to go, so I arranged to take a test flight in an Evector Sportstar in Edenvale at an open house they were holding. The experience was much more enjoyable, but the main reason for going there was the kit plane being built in one of the hangars. Since my epiphany after the trike ride, I had been researching kit aircraft and found the Highlander met my needs quite nicely, but there were no completed planes in Canada yet, let alone Ontario. This was an opportunity to see one under construction. I obviously liked what I saw.

My wife, Chris is very practical and suggested that before I even consider building, I should at least get my ultralight pilot's licence first and the more I thought about it, the more sense it made to get my full PPL, just to make sure I had all the training and flight knowledge I might need to fly it safely. I began my training at National Flyers at CYKF in Diamond Katanas and soloed there, just as they experienced a mass exodus of instructors and all but shut their doors. I was working in London at the time and found that Crosswinds Aviation at CYXU had a Diamond Evolution, which is similar to the Katanas I had been training in

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except for the larger engine and fixed pitch propeller.

I continued my training in London for a couple of months until the Evolution went in for service one day and didn't come back for weeks due to issues with the leasing company. Fortunately, National Flyers had risen like the Phoenix and was in operation again as a training facility so I was able to continue training there and accumulating hours toward my PPL.

National Flyers was primarily a cadet training facility and did some PPL training as an aside to the regular business. I continued my training until I encountered an instructor who treated everyone, including adults, like they were cadets. After flying with him a few times, I went back to London, where the issues with the Evolution had been resolved. I finished my PPL there and began getting a night rating on a C172 to get a little experience on a high wing aircraft.

Although most of my moves back and forth between KW and London were not by choice, my co-workers joked that they wouldn't fly with me because I couldn't keep an instructor. I got the benefit of at least 10 different instructors knowledge and skills, but I wonder if anything was missed and whether my progress would have been a little quicker if things had worked out that I could have had the same instructor throughout my training.

With my PPL in hand, I set my sights on getting a Highlander kit and beginning the build process. A number of acquaintances at the time tried to convince me to just buy a used plane like a Kitfox or Rebel or Maule, but being a builder at heart it was just as important to me

to build as it was to fly and I didn't want to inherit someone else's problems.

Looking back now, I recognize that I could have been flying sooner, spent more time in the air, and spent a lot less money just buying a good used plane. However, nothing else can compare to the sense of accomplishment and pride that comes with building a plane with your own hands. Overcoming the challenges and obstacles that one has to face during the building process builds character and contributes enormously to personal growth. I believe there is something to be said about knowing every part in your aircraft, what role it plays and how to keep it functioning properly. This is the type of knowledge that comes from building it yourself, whether from a kit or plans and patterns.

I applaud anyone who has built or is building an airplane. There really is no feeling like the first flight in a plane you built yourself... and every subsequent flight brings back that feeling to some extent. I certainly encourage anyone considering a project to keep the dream alive. If cost is an issue, find someone to share the project with or look for a less expensive option to get in the air. If time is an issue, try to schedule an hour or two a week of "me time" to build a kit or rebuild a good used plane in the amateur built category. In a few years or less you will be flying it and wondering why you didn't take the plunge sooner. My biggest regret in the whole process of building and flying my own aircraft is that I didn't do it 25 or 30 years sooner!

-Dan Oldridge



This is what I thought I wanted...



This is what it turned into... much, much better!

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What's happening in February?

Join us February 9, 2015 for our annual recurrency training with Fred Grootarz... always educational, informative and sometimes entertaining. At the end of the meeting, Fred will issue stickers for everyone's

pilot logbook. Don't miss the **February 9, 2015** KWRAA meeting!

Put it in your calendar now... and be there!

Upcoming Events in 2015: (Highlighted lines are KWRAA Events*)

February 9	-	February Meeting at 7:30 in the Cadet building at CYKF
March 9	-	March Meeting at 7:30 in the Cadet building at CYKF
April 13	-	April Meeting at 7:30 in the Cadet building at CYKF
May 11	-	May Meeting at 7:30 in the Cadet building at CYKF
June (TBA)	-	KWRAA Fly-In at Cam Woods in West Montrose (Tentative)
July (TBA)	-	KWRAA Fly-In at MacPat Field in Arthur (Tentative)
July 20-26	-	Air Venture Oshkosh in Wisconsin
August (TBA)	-	KWRAA Fly-In at Roth Field in Mount Forest (Tentative)
August 14-16	-	UPAC Convention – Lubitz Field, Plattsville ON
August 21 to Sept 7	-	Canadian International Air Show – CNE Grounds
September 14	-	September Meeting at 7:30 in the Cadet building at CYKF
October 19	-	October Meeting at 7:30 in the Cadet building at CYKF
November 9	-	November Meeting at 7:30 in the Cadet building at CYKF
November 27ish	-	KWRAA Christmas Party in lieu of a December meeting

* KWRAA events are fly-in and/or drive-in (Please advise the host in advance if you plan to attend whenever possible.)

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Classifieds: None at time of publishing.

Reminder: If you haven't paid your 2015 KW-RAA Chapter dues, pay Mike at the February meeting!

Our next meeting is at 7:30 on Monday, February 9, 2015 in the Air Cadet building at CYKF.
Please plan on being there... and bring a friend who has an interest in aviation.