

- July 2017 -



The weather was great for the KWRAA fly-in at Tom Shupe's place this year. There were 5 planes that flew in plus Tom's Maule and about 25 attendees. Some of our members had other commitments and vacations last weekend.

## President's Message

With the 2017 fly-in season under way I want to remind everyone again that these events are what we make them ... no more and no less!

It was great to see some of our KWRAA members and spouses show up, but it's also great that so many friends showed up at the fly-in. Three of the five planes that arrived belonged to RAA Canada members that are not paid members of the local chapter. It's great to see everyone there and hopefully we can get a few more of the "guests" to join our local chapter. It's only \$25, and well spent!

Unfortunately, I was experiencing an oil pressure indication problem in "Aerial One", which I have since resolved, as well as a pinhole in the radiator. Both issues prevented me from flying in to this year's fly-in at Tom's place, but I should be back in the air before the CPR3 fly-in at the end of the month. Luckily, I was able to fly right seat in Scott's C150.

Fly in, drive in, bike in, just do whatever it takes to join us at the next one! Remember that co-pilots are welcome too.

In this issue of the Leading Edge I talk a bit about our trip to the 2017 COPA Convention Kelowna, that didn't happen as planned. Lee Coulman and I managed to get to Sault Ste. Marie before being weather-stayed for several days before we called it a trip and returned home. As always, it still turned out to be an interesting adventure... just not the one we had planned. You will be hearing more about that trip at a regular monthly meeting this fall.

Aviation Fun Day at Waterloo Region International Airport is just under a month away and we will still be able to participate, but as part of the larger COPA group. I will try to put out a bit more info before the event. Volunteers and display aircraft are still needed.

Get out and enjoy the fly-ins this summer...  
2017 is going to be a great year for KWRAA!

- Dan

# The Leading Edge

## Mount Forest Fly-in 2017 at Tom Shupe's

Due to unforeseen technical difficulties, I was unable to fly Aerial One to the Mount Forest fly-in at Tom Shupe's place, but I was able to bum a ride with Scott Neufeld in his C150. I had forgotten what it was like to fly right seat. Even though we all want to be in the left seat it still beats driving or walking to the fly-ins. ;)



Being in the right seat gave me a chance to take a few photos as we flew up to Mount Forest and especially as we approached Tom's strip.



The meal was great as usual, thanks to Mike's grilling skills and Pat's and Heddy's assistance in getting everything arranged. We had a good variety of salads, side dishes and desserts.

Five planes arrived for the fly-in and Tom had his Maule parked on the lawn too. I have included a few photos here. Besides the homebuilts, there were a couple of Cessnas and a 1960's vintage Sinclair.



Puttin' on the spread for hungry pilots!



Thanks to the Shupes for opening up their home for us for the day and ordering the great weather



Tom's Shupe's Maule

# The Leading Edge



Mark Brubacher flew in in Cam Wood's CH-750



Gary Wallace flew in in his beautifully restored C-140



Scott Neufeld and I arrived in his C-150



Merle flew in in his ultralight



Mac MacCulloch flew in in his newly painted CH-750



Here Graham Luckhurst is checking out Don's skills in a vintage Sinclair from the 1960's. Note the well-balanced single organic oleo strut. This configuration puts the pilot's head right up from for great visibility, although it takes a really great pilot to fly in this configuration for any length of time.

... obviously, a good time was had by all in attendance! See you at the CPR3 fly-in!!!

## Lee and Dan's Excellent Adventures (Wings West to Kelowna... NOT!)

After a year of planning and the expectation of a long but interesting flight to Kelowna for the 2017 COPA Convention, Lee and I finally left on our most excellent adventure. As usual, things didn't go exactly as planned, but we did have an excellent adventure, just not the one we set out to have when we left for Kelowna.



Due to fog on the Bruce Peninsula we were forced to make a stop at Wiarton where we met three intrepid trike pilots on their way to Vancouver. We had lunch with them and shared a few stories and flight plans.



We were able to get close enough to the HMS Chechemauun using the telephoto lens to get a pretty nice photo as we passed in opposite directions.



Manitoulin Island was partially covered in advection fog... likely an omen of what was to come along the Lake Superior shoreline.



Some people are storm chasers... others of us are chased by storms. Maybe this was another omen of what was to come?



In a choice of staying at Gore Bay or Sault Ste. Marie for a few days, the choice seemed fairly obvious. Besides... we knew we had a second home at the Bushplane Museum.

# The Leading Edge



After waiting three days for the weather to clear at Wawa, we decided to head out on the fourth day to check out the weather north of Sault Ste. Marie. Once we cleared the small cloud bank north of the city, it looked pretty good for the first 20 or 30 miles.



About half way to Wawa, we encountered low level cloud that prevented us from heading any further, so we turned around knowing that we had no chance of getting to Kelowna in time for the COPA Convention.



On the way back, we overflew the SSM Airport, US locks, Canadian locks and the Bushplane Museum.



The Canadian locks are much smaller, but can accommodate the large Coast Guard vessels. Sault Ste. Marie has invested millions of dollars in the waterfront and revitalization in the last few years.



The large ramp at the Bushplane Museum is quite visible in this photo.



# The Leading Edge

Even the trip home from Palmerston was not without weather challenges. Luckily, Flight Services was able to advise me of where to fly to stay clear of some active storm cells moving across Southern Ontario that evening.

After arriving safe and sound at home several days after starting our adventure we heard that numerous fronts were moving through the prairies that would have impeded our flight west even if we had made it past Wawa. They

say that everything happens for a reason, so maybe what happened was for the best.

Even though we didn't have the adventure we planned, it was still a great trip with a lot to see and do. Lee and I look forward to sharing more of the story with you at one of the regular RAA meetings this fall. Needless to say, this short accounting of the trip is only a small fraction of what happened and the great things we did and saw on this most excellent adventure.

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## Upcoming Events in 2017: (Highlighted lines are KWRAA Events\*)

August 12	-	Gathering of the Classics in Edenvale, ON	
August 12	-	KWRAA Fly-In at <a href="#">CMZ2</a> – Metz/MacPat Field in Arthur	<a href="#">INFO</a>
August 18-20	-	UPAC Convention – Lubitz Field, Plattsville ON	
August 26	-	Aviation Fun Day at CYKF	
August 30	-	Rotary Charity Airshow in Brantford, ON	
Sept 2-4	-	Canadian International Air Show – CNE Grounds	
September 11	-	September Meeting at 7:30 in the Cadet building at CYKF	
September 16-17	-	Air Power Demonstration at London International Airshow	
October 16	-	October Meeting at 7:30 in the Cadet building at CYKF	
November 13	-	November Meeting at 7:30 in the Cadet building at CYKF	
November 24 (TBA)	-	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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## For Sale:

### Fuel Tank Caps and Parts

2 - RIEKE, 3" composite tank filler neck and cap (asking \$10.00 each)

2 - SHAW AERO, Aerobatic fuel stopper, non-vented adjustable type (asking \$25 each; current list price \$66.75 at ACS)

Contact: Clarence Martens at [cemartens@rogers.com](mailto:cemartens@rogers.com)

### Rotax Heat Monitor Strips

Mac has a number of Rotax Heat Monitor Strips that can be applied to sensitive areas to monitor for extreme heat readings. They are presently being recommended by Rotax to monitor the ignition modules. He is offering them individually for \$15 each incl. HST. or two for \$28 incl. HST.

Contact: Mac McCulloch at [macpat@live.ca](mailto:macpat@live.ca)