

- September 2016 -



Sunset over Yarmouth Harbour at High Tide

Photo taken by Lee Coulman during the 2016 COPA Convention in June

President's Message

I can't believe the summer fly-in season is over already! This was a good summer for flying and our events give us all an opportunity to get out and really enjoy the hobby we love so much. RAA National supports our needs by representing us in Ottawa on legislative and regulatory matters that affect amateur-built aircraft and our rights to fly them, but it's the active members in the local chapters that make membership so enjoyable.

Thanks so much to all of you who attended one or more of our fly-ins this summer. It's great to see the planes at these events, but it's the pilots and friends sharing stories and advice at these events that we remember most when all is said and done. Thankfully there were a number of people who made it out to the final KWRAA fly-in at CPR3 near Teviotdale. It seems the fly-in season barely got started and it's already over!

Thank you to the members and executive who go out of their way on a regular basis to make sure the rest of us all enjoy our experience at these special events and fly-ins. Mike and Mac, thanks for making the arrangements and coordinating the events, and also to so many others that help to make the fly-ins possible.

In this month's newsletter, I have included a short overview of Lee Couman's presentation from our September meeting and a link to the slides. There are a number of photos that we didn't have enough time to show at the meeting, so I hope you can take some time to get a look at them on-line.

Hopefully, there are still a couple of months of great fall flying before the weather closes in on us this winter! (2016 has been a great year!)

Happy Flying!

- Dan

Float Flying Adventures II...

Thanks so much for the positive comments on my August article, "Float Flying Adventures".



Although I have found that the Zenair Amphibs have a weakness in the front wheel castoring system, overall I am very pleased with them and feel they perform well on my Highlander.

This winter I will see if I can improve the operation of castoring in combination with the return spring mechanism, which seems to require a bit of free-play in the pivot bolt and castle nut assembly in order to return to centre. The free-play allows a bit of vertical movement, which makes it hard on the cotter pins that secure the castle nuts. I have gone through a few and carry spares... just in case I break or seriously bend one. But then...

Maybe I'm just a little hard on them too. I tend to take my amphibious floats into places that would make many other people cringe if they had to land any aircraft there on normal wheels. Case in point; check out this HD video of my landing in a farm field near Tillsonburg.

<https://www.youtube.com/watch?v=csBN0B5m80M>

I went down to visit my mother and found that the field across the road had been harvested and only contained a bit of fine stubble. After a quick pass to check it out, I landed, had my visit, and then departed the field for some water work at Turkey Point.

<https://youtu.be/p8opbEvd7Ds>

Keep in mind that the camera is mounted on the front of the pilot-side float and it's a rigid mount over top of the front wheel, which has

absolutely no suspension. Every tiny stone or hard lump of dirt is enough to make the camera shake a bit. This field was actually quite smooth, except the green area that I taxied through to begin my takeoff roll and the small bump I hit that launched me into the air. Add that to the fact that with such a low mounting position, as I approach the ground, it looks much faster in the camera than I am actually seeing from the cockpit as shown in this launch from the runway at CYTB in Tillsonburg last year when C-FDEP was on bush wheels and the camera was mounted on the suspension below the fuselage.

<https://www.youtube.com/watch?v=tKgVhEA2MEc>

Anyway, the floats certainly add a dimension to flying that keep things interesting. That afternoon, I met a couple of my cousins and their wives at Turkey Point. I landed on the lake and taxied over to the beach at the east end of town, where I met them and offered to take them up for a ride. By the time I was done, I had given six rides off the water at the beach and each person was thrilled to have had the opportunity to do so. I was just happy to get a little more float time and show off my handy work. Unfortunately, the battery had died on my GoPro camera and I didn't take the time to change it. However, here is a quick video of a touch and go at Oakland Pond.

<https://youtu.be/j-AxpH1f6VI>

My point is that I'm very pleased with them, but there's always room for improvement, so I will be looking for ways to improve the water performance. Whether it's waxing the bottoms, changing the propeller to a finer pitch, or adding other modifications, I'm open to ideas.

So what's stopping you from having this much fun? If you are still building, set aside a little more time this winter for your build. Whether on floats or wheels, there is so much to experience and so much fun to have flying.

2017 will be great too... Git-R-Done and let's have some fun! - Dan

Cool E-Tool... Check out my last flight to the Tiger Boys Fly-in on *PlaneFinder.net*
<https://planefinder.net/flight/00CFDEP/time/2016-09-18T15:00:00%20UTC>

Yarmouth or Bust!

It's been two and a half months now since Lee and I left on our epic long-distance float-flying adventure to the COPA Convention in Yarmouth, Nova Scotia. At the September meeting, Lee presented a number of photos (mostly his) we took on our trip and talked about a number of the sights we saw, things we did, and the people we met along the way.

During the trip, we took upwards of 3000 photos, so narrowing down the presentation to 130 or so slides was a monumental exercise. Many thanks to Lee for rooting through them to pick out a few scenic photos, but more importantly to pick out the ones that best told our story of the flight and lessons learned before, during and after the journey.

Lee's first attempt at cutting the number of slides down to a manageable number worked out to be around 350 photos, which I have posted on the website for your viewing pleasure. Mixed in are a number of GPS track downloads using a Google Earth backdrop so

you can see the route we took and relate our track to the photos we are including here.

Also, there are a few title pages, an accounting of fuel used and cost of the trip, and finishes up with the list of lessons learned. Over the next few days, I hope to be able to add a few captions to assist with the flow of the travel story, explain a few of the "lessons learned" in a little more detail, and describe a few of the scenic photos.

To see the photos go to the *KWRRAA Meetings, Fly-ins and Links* page and scroll down to the bottom where you will see the slide show. Click on "Play" at any time to automatically advance the slides, or use the arrows to control it yourself. There is a thumbnail strip at the side to see what's coming up next or just viewed.

If you have questions feel free to contact us.

<http://kwraa.weebly.com/meetings-fly-ins--links.html>

I hope you enjoy the picture show.

- Dan

CPR3 (Teviotdale/Palmerston) Fly-in

The last fly-in of the season has come and gone. Lee Coulman and Bill Van Zwol hosted the event and a large number of KWRRAA members, friends and spouses attended.

The date corresponded with another event of hang glider pilots operating from the field, so there were a number of other people that came over to see our aircraft and learn about RAA.

The hang glider tug pilot was very aware and controlled the airspace quite nicely, even offering to keep the hang gliders on the inactive side of the airstrip so our members would have less airspace conflicts to watch for.

So ends another great summer of fly-in's. With at least two more aircraft being finished this year or early next year, there should be a few more at the fly-ins next summer! It's too bad more of the members don't get out enjoying these events on a regular basis. Every fly-in this summer has turned out to be a good weather day except for the high winds for Cam's fly-in, but each one turned out to be a fun event with lots of camaraderie, great food

and tons of conversation about aircraft, flying and customization that can only be done with our amateur-built aircraft. Don't miss out on any of the fun next summer!

Here are a few photos of the CPR3 event and we hope to see you at the 2017 fly-ins!

- Dan

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After a disappointing turn out at the last two fly-ins, the CPR3 fly-in was very well attended!

The Leading Edge



By the time the event was well underway, aircraft parking was at a premium. So many aircraft arrived that some had to park on taxiways later in the day.



Scott, Cam, Don, Lee and Ted checking out Lee's Searey and some work he was doing with USB chargers to reduce radio interference



Powered aircraft and hang glider pilots mingled and shared their love of aviation



Watching the hang glider pilots assemble their craft was one of the interesting unplanned side events at the fly-in



Checking out the hang gliders at CPR3



Checking out a Zenair CH750



The hang gliders used ultralights as tug planes to get them up to altitude



Great conversation about building and flying are always a major part of any fly-in. Having so many people with various backgrounds in attendance at the same event was a bonus!



No matter the age or background we are all united in our love of all things aviation. Having so many of our members together at an event where we can fly is great!



As always the food was great and our thanks go out to Mike and Hetty Thorpe for the preparation and legwork to make the meal so easy for the rest of us!



I'm not sure if there was divine intervention to divide bread and fish or not, but somehow Mike and Hetty were able to feed the masses that showed up at the fly-in.

Fall Colour Report

Don't forget to check out the Fall Colour Report link every few days on the KWRAA website. It's on the *Meetings, Fly-ins and Links* page and found under the *Seasonal Information* heading. For your convenience while reading this newsletter, I have included the link here...

<https://www.ontarioparks.com/fallcolour>

Colours should start changing soon and progress rapidly over the next few weeks. Fall leaf viewing makes for some great scenic flying and is reason enough to fly.

Aviation Fun Day 2016

Although we didn't have the expected turn out of volunteers and RAA amateur built aircraft at the 2016 AFD, it was still a fun day with lots to see and do for all in attendance.

Special thanks to Clarence for staffing the aircraft construction display and to Gunter and JC who put their aircraft on display for the day. Also thanks to Ted for coming out to assist with setup and talking to the public.



The complete line-up of RAA planes at the Aviation Fun Day event this year (4 planes counting Nick's nano-trike)



My Highlander got a little sun this year. We couldn't get it into the Cadet building with the floats on it. With the wings folded, it would have tipped over backwards because the mains are so far back. This wasn't an issue when it was a taildragger on bush gear.



Gunter taxied his newly constructed RV-8 over to Apron 4 to display it on AFD 2016. What a great (and fast) looking airplane!



JC brought his Long EZ over too. Thanks JC for joining us again this year on Apron 4!



Nick Jones flew his Nano Trike into "the zone" to display it at AFD 2016. We had to get prior permission to get it in, or do it early in the day before the tower opened.

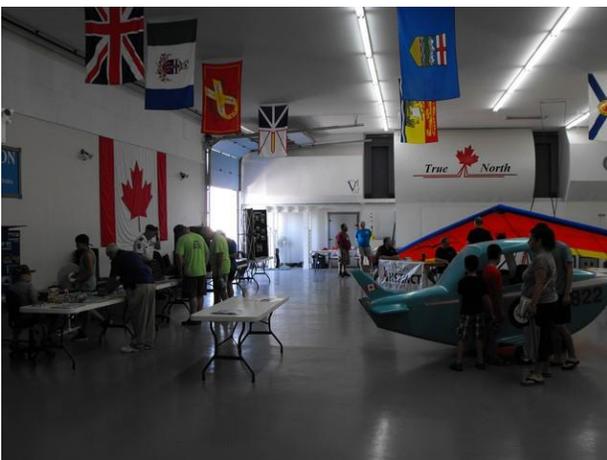
The Leading Edge



Classic cars were lined up across from a lot of the aircraft, which seemed to make for better pedestrian traffic flow through the event



Commemorative flags lined the walkway routes through the event. Each flag represented a fallen airman.



Events and displays within the Cadet building were well organized, but attendance was still low compared to the other areas like WWFC.



NATO had a display inside the Cadet Building



Clarence staffed the aircraft construction booth this year inside the Cadet building. With so few member volunteers this year it was a challenge for all who did attend as additional relief personnel were not available. Thanks again to all KWRAA members who did attend this year.

Important Reminder



Don't forget to bring some cash to the October meeting. Christmas Party tickets should be available then and are expected to be in the neighbourhood of \$35 each. It's always a great time and a great meal!

September KWRAA Meeting



The Cadet Youth Development Centre has switched over from tables and chairs to student-style desks. Although it shouldn't impact us too much, once the rest of the chairs are moved out we can better evaluate the new desks to determine if the facility still meets our

needs for our monthly KWRAA meetings. We will be looking for your feedback during the next couple of meetings. In spite of how it looks in this photo, our members were not perplexed by the questions on their final exams, which by the way were very easy. ;)

Upcoming Events in 2016: (Highlighted lines are KWRAA Events*)

October 17 - October Meeting at 7:30 pm in the Cadet building at CYKF
November 14 - November Meeting at 7:30 pm in the Cadet building at CYKF
November 25 (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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Check out the KWRAA website regularly for the latest event details, chapter information and classified ads. <http://www.KWRAA.net>