

- August 2017 -



We couldn't have asked for better weather for the CPR3 fly-in near Palmerston this year. There were six pilots that flew in with their planes, plus Lee's Searey and about 20 fly-in attendees. See inside for more photos and details.

## President's Message

Well it seems to happen every couple of years. In spite of planning things in advance, we always seem to end up with a conflict that causes us to reschedule one of the fly-ins. This time it's the **MacPat fly-in** that's getting **moved to September 2<sup>nd</sup>** because of a conflict with the *Gathering of the Classics* in Edenvale.

We rely on sources that we think must be accurate for the other events and plan ours accordingly. An error in *Social Flight* listed the *Gathering* on August 5<sup>th</sup> instead of the 12<sup>th</sup> as recently as last week! We checked the website and sure enough the actual date was in conflict, hence the rescheduling of the MacPat event. Sorry for any confusion, but hopefully we will see you at both events!

The CPR3 fly-in was reasonably well attended with 6 planes flying in plus Lee's Searey. It was great to see Steve and Jill as well as Glen and his daughter Kristy making the trip up from KW for the event. I believe it was the first time for all four to attend a KWRAA fly-in.

Sadly, we learned that Steve and Jill are moving back to the Montreal area and the RV6 is for sale. Be sure to check out the updated event schedule and the new items that are "For Sale" on the last page of the newsletter, including Steve and Glen's RV6.

In this issue you will also find a "down to earth" story of the events surrounding a KWRAA member's bush plane misadventure and subsequent rescue/recovery of the aircraft a few days later.

Aviation Fun Day at Waterloo Region International Airport is just over two weeks 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.

See you at the MacPat fly-in on the 2<sup>nd</sup>!

2017 is going to be a great year for KWRAA!

- Dan

## Your Plane Should be Grounded... Not You!

A couple of weeks ago I was waiting for a new radiator for the Rotax engine in my Highlander when I received a text from Gary Walsh asking about the status of the repair. It became evident that he had experienced one of the most feared events for bush plane pilots... an engine failure in the wilderness. He subsequently spent four hours walking through the bush to the next lake where he waved down some fishermen who helped him get back to civilization.

To make matters worse, it happened at a very small lake that very few floatplanes could possibly get in and out of to perform the recovery/rescue. One of Gary's texts said... "Need rescue... Highlander only plane that can land there". I'm not sure it's the only plane that could land there... maybe I'm the only other pilot he knows that's crazy enough to do it. ☺

In any event, a few days later the rad arrived, so I repaired the Highlander and we planned the repair/recovery mission. Upon arrival at the small lake we took the cowl off and began the repairs. Gary had removed the carburetors and taken them back with him to clean and check. As he replaced the carbs, I changed out the spark plugs just in case they had created the problem, which caused the engine to run extremely rough at all speeds.



After performing all the service that we thought could have caused the problem, Gary attempted an engine start. It fired up

immediately, but still ran very rough. We tried adjusting the choke and throttle cables but it made no significant difference.

An unusual starting procedure that Gary has used for many years helped us diagnose the problem. For quite some time Gary had been experiencing hard starting on the Rotax, so he always turned the engine over a few times with the magnetos off before starting the engine with them on. This process primed the engine; then he would turn on the mags and start it normally.



Because of this unusual starting procedure, he was able to tell me that the engine was now starting with the mags off! Suddenly, the solution seemed obvious... it had to be a grounding issue!

We checked the ground wires at the mag switches, but they were fine, so we moved on to check the ignition modules and their ground strap. Sure enough, Gary found that one end had loose connections and the other had broken off completely. The broken end was under the wiring harness completely out of sight during our previous attempts to diagnose and locate the problem. When we repaired the ground strap, Gary fired up the engine (with the mags on) and it purred like a kitten. It turned out to be a simple fix to a complex issue that we only discovered due to an unusual procedure, but in any event it was now repaired and ready to fly!



## The Leading Edge

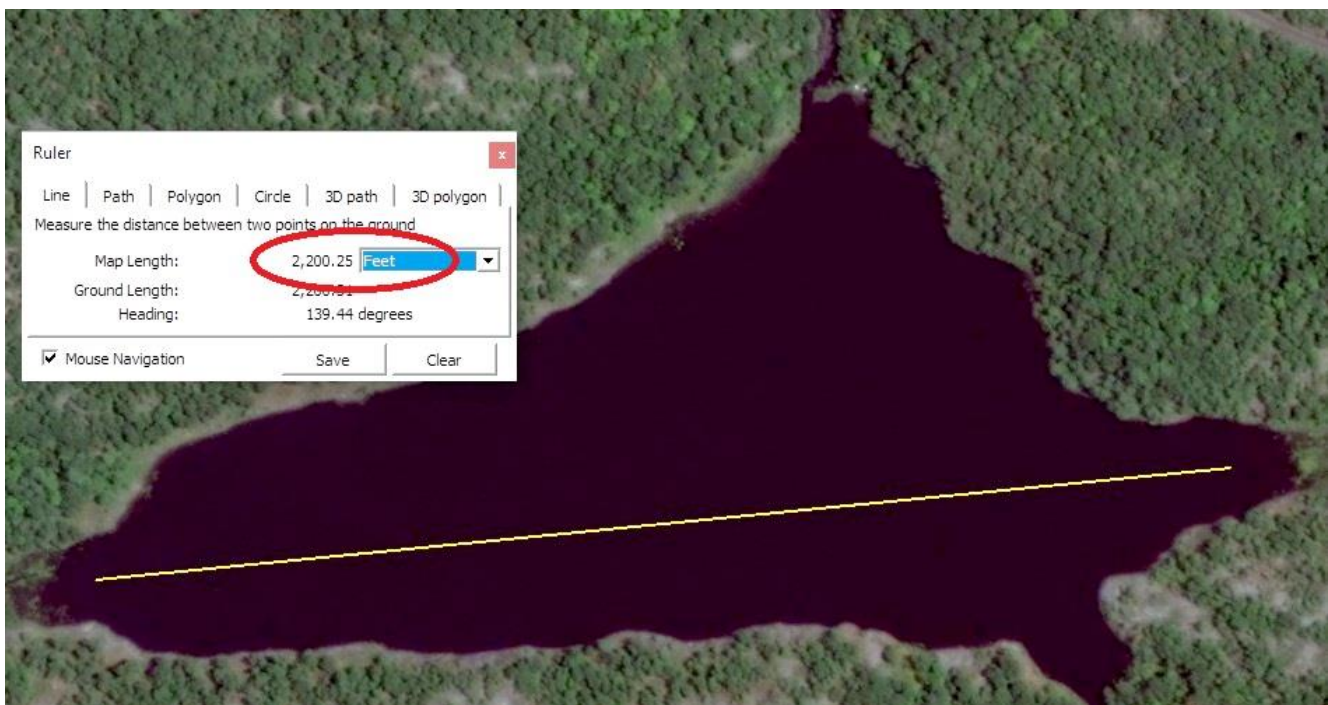


As beautiful as this little lake was with the waterfall cascading down beside us, Gary was quite happy to finally leave there with his Kitfox. The repairs had eaten up most of the day so Gary and I flew over to Bala where he bought me supper and some gas for my Highlander to thank me for helping with repairing and rescuing his Kitfox. While there, we checked out the new foundation for a great boat-in or seaplane fly-in restaurant that got damaged by the ice this past winter.



Afterward, I headed home and Gary headed for his houseboat where he still had a refrigerator to repair before his wife arrived for the weekend.

As I arrived back at the hangar in Brantford, I got another text from Gary. Believe it or not... the refrigerator power cord also had a broken ground wire. ☺☺☺



**Not for the faint of heart... less than ½ mile to get off the water and over the trees!!!**

(The Highlander and Kitfox make easy work of this task... another reason I love my Amphibious Highlander!)



# The Leading Edge

## 2017 Palmerston Fly-in at Lee's Hangar



Steve Gale and his wife Jill flew in with the Van's RV-6, sporting the beautiful new paint job.



Mark Brubacher flew in with Cam Wood's Zenair CH750



Colin King and Roger Gibson flew their Sky Ranger to the CPR3 fly-in.



Mac's Zenair CH750 sporting his new paint job, custom striping and decals.



Glen and his daughter Kristy flew in with the C150 STOL that she has been building flight time in.



Lee's Searey was on display and his hangar was open for the food tables and for all to use for shade.



# The Leading Edge



Thanks to Lee and the owners of CPR3 for ensuring the grounds were prepared for our arrival and use.



During the fly-in, we had an opportunity to check out some ultralights and hang gliders based at CPR3.

And of course, I flew the Highlander up to the Palmerston airport and parked it in its designated parking spot. Lee and I have flown enough trips now that I'm wondering whether my plane could find CPR3 on its own now.



As everyone found out on the weekend, CPR3 is for sale, but the potential buyer will have to have deep pockets because it comes with 144 acres of farm land and a number of buildings. If you have \$2 million you could be the proud owner!

For now, it's status quo at CPR3, but if it sells and the new buyer is not interested in aviation, it could be plowed under and returned to farm land. Let's hope that doesn't happen since we've already lost too many airstrips in Canada.

Thanks to everyone that made this year's CPR3 fly-in possible!

Only one more fly-in this year... time flies... and luckily, so do we! ☺

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## Gathering of the Classics (Edenvale Aerodrome)

Although it's not one of our own, a number of our members enjoy attending this event, which runs this Saturday, so the MacPat fly-in is rescheduled to September 2, 2017. Information sheet available at: [http://kwraa.weebly.com/uploads/4/3/1/8/43188173/edenvale\\_gathering\\_of\\_the\\_classics.pdf](http://kwraa.weebly.com/uploads/4/3/1/8/43188173/edenvale_gathering_of_the_classics.pdf)

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## Aviation Fun Day 2017

Don't forget about Aviation Fun Day at CYKF on August 26<sup>th</sup> from 10am to 4pm. You can fly in and park on Apron 4 with the COPA 26 group to display your plane and check out the displays including jets, GA and recreational aircraft, classic cars, military aircraft, and so much more. I will be there with some RAA propeller signs and cards to hand out to potential new KWRAA members. I hope to see you there!!!

# The Leading Edge

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

August 12	-	Gathering of the Classics in Edenvale, ON	
August 18-20	-	UPAC Convention – Lubitz Field, Plattsville ON	
August 26	-	Aviation Fun Day at CYKF	
August 30	-	Rotary Charity Airshow in Brantford, ON	
September 2	-	KWRAA Fly-In at <a href="#">CMZ2</a> – Metz/MacPat Field in Arthur	<a href="#">INFO</a>
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	
September 23	-	Bush Hawk Creek Barbeque – Straffordville, ON	
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

**RV6 C-FTXF** - Standard build, slider with extension kit - SN 22483 - based at CYKF  
VFR, Lycoming O-360, first flight Sept 2014, painted 2017 by Purple Hill Aviation  
Sensenich fixed pitch cruise prop, Whelan strobes, Wig wag landing lights in wing tips  
new tires, no damage history, all service bulletins up to date  
Flew back from Oshkosh this year in just 2:25hrs - KOSH to CYKF direct  
**\$85,000** – Contact: Steve Gale at (519)496-5903 or [stevegale@rogers.com](mailto:stevegale@rogers.com)

### **David Clarke Headset (H10-13.4)**

Lightly used, works very well, looks brand new... **\$250**. Contact: Dan Oldridge at [oldridge@golden.net](mailto:oldridge@golden.net)

### **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)