

- August 2023 -



Turnout for the Largo Woods Fly-in in July was a little sparse with 4 pilots flying in with their aircraft. A number of members were away on vacation and others are still working on repairs, so a number of members and friends drove in to the event. Although there are only 3 aircraft shown in this picture, I flew my Highlander to the event after a brief stop at the Midland RAA Fly-in. The weather was great and the runway in good shape with a mowed patch of hay on each side of the runway. (Mac McCulloch photo)

President's Message

Although the wild fires continue to burn in much of Canada, we have been spared a lot of the smoke lately. I think June's weather was just a little unusual with a lot of northerly winds in place of our westerlies, bringing us far more smoke than usual.

So far, my Highlander mods and upgrades have been performing well and I hope many of you are experiencing some progress on your own aircraft projects too.

We have been blessed with five fly-ins this year, with the third one coming up this weekend! Hopefully more of you can make it out to enjoy the camaraderie and food.

Lee and I did another trip recently and I have included a number of photos in this newsletter along with a story of what we did and a lesson learned about planning your departure from an unknown strip or waterway.

Thanks to another contribution from David Wood, we have an article about the KWRAA

tool crib and a suggestion about making good use of the tools available to all members. Considering that many of our tools are specialty ones, it could save any builder or maintainer of aircraft from having to buy them. It's a benefit of being a member... use it!

I have also updated the events schedule.

The Cadet Youth Aerospace Program received accolades from the Experiential Learning Co-ordinator, teachers and a few parents who attended the training session. Dan Pfohl, the program coordinator is hopeful the school board will include fall and winter sessions once the budgets are finalized for the 2023-2024 school year. We will be looking for volunteers to teach subjects like aero engines, propulsion, and other aircraft related topics once classes resume... I included the letter again and will keep you posted on this project. Thanks again everyone who has participated so far!

2023 is going to be a great year for KWRAA!

- Dan

Fishing Day Trip with Lee Coulman - 2023

It was with some reluctance that Lee left his trusty Searey behind that day, but recent events had caused him to reflect on an unexplainable incident one week prior on Belwood Lake. Having been there and witnessed it from above, I am also at a loss of words to try to explain the event adequately, or at least to decisively explain what happened.

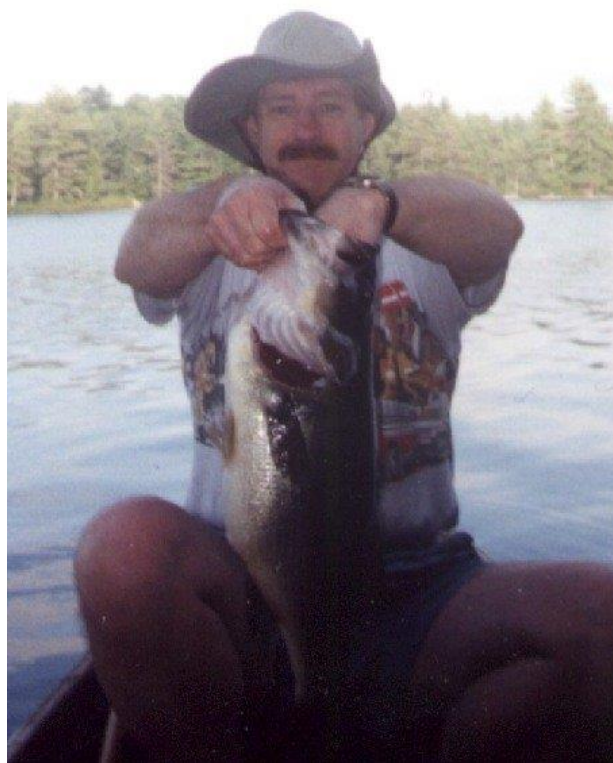
It may have been something in the water, or a rogue wave, but the result turned an otherwise picture-perfect landing into a scary and confidence-shattering event. I watched from above as the first few seconds of the landing went smoothly, but suddenly without explanation the Searey jumped sideways and back again the other way before coming to a stop in the water.

When I radioed Lee to see what had happened, he said he had no idea and that a considerable amount of water had entered the cockpit through the window, which had only been cracked open an inch or so. Whatever had happened, it stripped a long section of decorative vinyl tape right off the side of the Searey, and loosened a sponson. As of this day, we have no viable evidence of anything having been wrong with the landing prior to the violent sideways motion. There was a lot of boat traffic, so the rogue wave theory remains the best explanation. I made a couple of passes over the same area but nothing unusual was visible in the water.

With his confidence shaken a bit and no opportunity to test fly the Searey before our fishing day trip, Lee decided to fly with me in the Highlander. I already had two kayaks, full fuel, and a bunch of gear loaded into it, so we knew we would be flying close to the weight limit. W&B done, we knew we were good to go and once we burned off a little fuel heading north, we knew we would be well within the flight envelope.

Our course would take us over Collingwood, Wasaga Beach, Midland and Honey Harbour area as we headed to a small lake north of Go Home Lake. I only know of the local name of Green Bass Lake, a place where a couple of decades ago I caught the largest bass of my

life, pushing the scales close to eight pounds. I was hoping to repeat that today.



Reports of a monster bass were not a fish story, but unfortunately not to be repeated on this trip!

As always, Lee and I enjoyed the excellent scenery as we flew low over the calm blue waters of Nottawasaga Bay, its white sand beaches and the many inland lakes and islands of Georgian Bay and Muskoka.



Upon arrival at Green Bass Lake, we unpacked the kayaks, gear and our lunches.

The Leading Edge



We found a really nice spot on a rock outcropping to have our lunch and plan out the afternoon's fishing.



Lee even brought a folding camp chair.



With a complete fire ban in place, shore lunch was not an option, but we both brought lunch from home anyway. Even so, our lunch view was spectacular to say the least.



Once on the water, we began fishing, but quickly found out one of the kayaks had developed a small leak.



Regardless, we had a good time enjoying nature and Lee tells me he had a sizable fish on the line for a while, but was standing high on a rock and couldn't get down to retrieve the fish. By the time I got over to him the fish was gone and Lee has no photo evidence of it... unusual for him. Was it just a BIG fish story?



The rugged scenery of Muskoka wilderness areas is both breathtaking and serene.

The Leading Edge

Packing up the kayaks is a fairly mundane task and takes only slightly more time than inflating them. After stuffing them back in their packs, repacking the cargo area of the Highlander, and stowing the fishing rods, we prepared for departure from our fishing adventure.

Knowing that we were close to full gross weight, we decided to scout the far end of the lake. Having fished there many years ago, I knew that there was a dog leg to the left, but we wanted to make sure it was flyable should we require extra distance for the climb out from the lake. Alone and gearless, I could easily be off the water in 400 feet or so, but today was a different story. It turned out to be a wise move.



The view from the far end of the lake showed distant trees, which seemed of little concern. As we cleared the water and started a slow climb on a warmer than normal day, it became a little more obvious that we had made the right decision in scouting out the other end. It appears we would have cleared the trees... but barely.

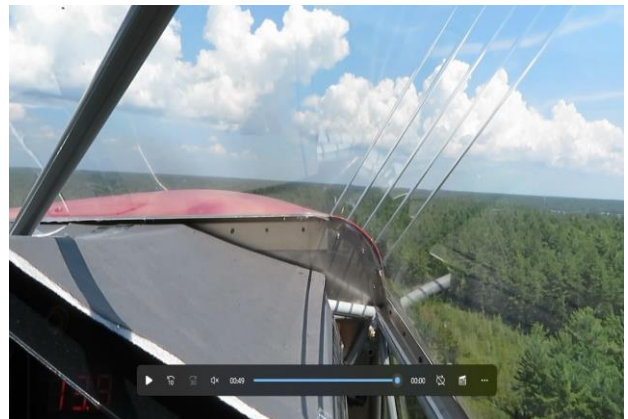


By making the planned dog-leg turn to the left, we stayed over water and continued climbing

to a safe altitude before flying over the unforgiving tree line.



At the far end of the lake, we cleared the trees by 40 or 50 feet, but both agreed it was a good decision to have scouted out the lake before taking off. A long sweeping turn on the step before starting the take-off run likely would have served a similar purpose, getting us airborne sooner. Doing both may have been even better, but hindsight is always 20-20.



Having other plans for the evening, we both had to get back home before supper, but it's great to know that we have the ability to get out to enjoy what nature has to offer as a result of this wonderful hobby of flying.

On a side note, the pictures above show the camera's view through the brake-bent windscreen. The view through the camera is relatively undistorted given a total 90-degree bend in five 17.5-degree steps. When you are in the plane, you see right through the lines as a result of stereo vision. Your brain just sees the distant image as seamless.

The Leading Edge

The Go Home River has several whitewater sections, although they are very short; generally a single cascade over a rock shelf. As we flew over them, I banked the plane slightly and Lee captured some great photos.



The many rapids are easily spotted from the air, but I'm sure they are likely less visible from the water, especially from upstream.



On our return trip, we took the scenic route and flew over a number of interesting spots like Big Chute, Balm Beach, Wasaga Beach, Collingwood, and the Beaver Valley with a touch and go on Eugenia Lake.



As it is on most weekends, Wasaga Beach was a zoo. I sure appreciate being able to fly to a secluded beach or remote lake instead of dealing with the crowds and traffic on the road. It helps to have a seaplane and a pilot license.



The grain elevator and Blue Mountain ski hills of Collingwood are a dead giveaway of the location of the next photo.



Without the distraction of flying himself, Lee managed to capture dozens of great photos to document this trip, although I know he would have liked to be piloting his Searey too. Thanks to Lee Coulman for most of the images in this article. The photos of the trees viewed through the windshield (taken at Go Home Lake) are screen captures from a video Lee shot of our departure from the lake.

As a follow-up on his incident, let me advise you that Lee has flown the Searey since this adventure and there have been no notable issues as a result of his scary landing at Belwood Lake.

- Dan O.

KWRRA Tool Crib

Last year, I was fortunate to have space available to accommodate the relocation of the RAA tools, so at least for now, I have become the custodian of most of our tools. While installing the fuel injection system on my Rotax 912, I took advantage of many of the tools, such as the thin wrenches and the wire crimpers. In the past, I have used the thread chaser and the carb sync gauge and the RAA Canada scales. Having these tools at my disposal saved the time and expense of purchasing them on my own or attempting to use a less suitable tool.

Recently, I started installation of a wideband O2 sensor to provide feedback for the fuel injection system on my Rotax 912. This involved installing another gauge. I thought I would highlight one of the tools I used to simplify the installation.

The gauge requires a 2 1/16" hole. We have a 2 1/4" panel punch in our inventory (actually, we have two). It was a bit larger than needed, but it only took a few minutes to fabricate a sleeve from ABS pipe on a lathe for a perfect fit. Making the hole with the punch was very simple and made a lot less mess than any other method.



A fuel line was in the way, so I had to temporarily remove the fuel selector valve. Punch has done its work and is ready to be removed.



Perfect 2 1/4" diameter hole. The only chips to clean up were from drilling the pilot hole.



Gauge mounted and fuel valve back in place.



Punch has two options, 2 1/4" or 3 1/8". Just flip the pieces around to get the other size.

The Leading Edge



Some of the tools available to KWRAA members are shown in this photo, but there are many others too. Ed Welfred made this cabinet to organize them. We owe Ed a huge debt of gratitude for his excellent work in modifying the cabinet and organizing all of our chapter tools.

A list of most of the tools, complete with photos, is on the website in the "More" tab or just use this link from here:

<https://kwraa.weebly.com/more.html>.

Many of the tools are specialty tools that you may only need to use once or twice, so purchasing them yourself may not be as cost effective as simply borrowing them from KWRAA. If there are tools we do not have that may be of use to you and our other members, consider asking the membership at one of our

meetings for the tool(s) you would like to see purchased. If the members agree, the chapter will authorize the purchase and release the capital from our tool fund, or issue a cheque as required to get the tool(s) for our tool crib.

If you have a project on the go, check out what we have. Many of the tools are great time savers and produce much nicer results than resorting to the tools that we would typically have available in our own inventories. The tools are located at Largo Woods Field or, I can deliver to Breslau during one of my weekly trips to the office.

- David Wood

Given the excellent accolades received from the CYAG, I posted this letter again to ensure all members have a chance to read it. It says a lot about the caliber and character of our KWRAA members and is worth another read. Please consider joining us this fall as we improve and expand on the excellent work already done by KWRAA members.

Letter to KWRAA From the Cadet Youth Aerospace Group

Dear Dan,

If it weren't for the help of the KWRAA, the Cadet Youth Aerospace Group's "Tailfeather " trial student training program would not have been the same.

You and your group, Geoff, Lee, Dave, Don and the late Bob Schaubert, modified our KR2 into the first and only folding wing version in record time so it could be better utilized for demonstrating and more easily stored. In addition, both you and Geoff contributed greatly as instructors preparing and delivering lessons during the 5-week trial period.

The program was a great success!

As CYAG's Director of Training, I want to personally thank you and your group for all your help! We are looking forward to next year when we hopefully will repeat our fundraising project - "Tailfeather". This project was designed to meet the goals of the aviation component of the grade six curriculum, but also introduces and reinforces science and technology concepts that will assist the students later in life.

We would like to reach out to you and your group again (KWRAA) to let you know, if there are any of your members who could help with any of our many one-off projects or as instructors in Aero-Engines and Airframes, Avionics, Robotics, Drones, or any other aerospace related subjects, we would welcome them into our Cadet Youth Aerospace Program as we prepare for the next semester. The expertise and experience that your members have in aviation has assisted us in achieving our mission to inspire our community youth in their aviation and space related interests.

The synergetic relationship between the Kitchener-Waterloo RAA and the local Cadet program has always been a great one and the "Tailfeathers" program has only served to strengthen this bond. I look forward to the opportunity to work with even more of your local RAA members in the coming school year.

Sincerely

Dan Pfohl

Cadet Youth Aerospace Group

Director - Training

The Leading Edge

Upcoming Events in 2023:

- Highlighted lines are KWRAA Events*
- Bolded Lines are KWRAA Fly-ins*
- *Fly-in Data Sheets are available on the KWRAA website at www.kwraa.net*

August 3	-	Guelph Airpark BBQ (evening event)
August 5	-	KWRAA Fly-in at Juergensen Field CPG7 (Fergus)
August 12	-	Gathering of the Classics – Edenvale Aerodrome
August 10-13	-	Aerobatics competition - Midland CYEE
August 12	-	Antique Aircraft Fly-in – York Airport CPP6 (Near Caledonia)
August 18-20	-	UPAC Convention 2023
August 26	-	KWRAA Fly-in at Largo Woods - CLW6 (Winterbourne)
August 27	-	Hawkefield Barnyard fly-in – Oshawa RAA (9:00 to 15:00)
September 2	-	KWRAA Fly-in at Deming Field – CDF6 (Damascus)
September 2-4	-	Canadian International Airshow at the CNE
September 7	-	Guelph Airpark BBQ (evening event)
September 9	-	Parry Sound Fly-in CNK4
September 8-10	-	London International Airshow (Voted best in North America)
September 11	-	September Meeting at 7:30 in the Cadet building at CYKF
October 7	-	Pigs and Pies Fall Fly-in – Westport CRL2 (Camping too)
October 9	-	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	-	KWRAA Christmas Party – Details to follow later in 2023

* KWRAA events are fly-in and/or drive-in.

If you know of other aviation events in Southern Ontario advise me and I will append the list.

KWRAA Executive Contact Information:

Due to an increase in spam emails, please reach out to me directly for the latest contact information for the KWRAA Executive members. Thank you, Dan Oldridge (519) 651-0651.