

- December 2014 -



Eldale Golf and Country Club (Elmira)

It was all smiles this year at the KWRAA Christmas Party. A good time and a good meal were had by all!

President's Message

It's hard to believe that 2014 is almost over, but it has been a pretty good year for our local chapter with a growth in membership since last year when we hit a low of 29 members at one point. Currently, the membership sits at 40 and if things go according to plan, the executive expects to grow the chapter by 10 members a year for the next couple of years to rebuild the chapter to upwards of 60 members. The membership committee has some plans for recruiting events, which will be revealed early in 2015 to the membership as part of our overall membership strategy.

Likewise, the other committees have started their work to develop long range plans for each of their areas of responsibility. As part of the plans being developed, we hope to develop a full slate of meeting topics, guest speakers and items of interest to amateur builders and recreational flyers. We hope to have the meetings planned well in advance and topics

chosen that keep everyone interested and informed at every meeting. My thanks and a vote of confidence goes out to each of the directors and executive members for taking leadership roles in driving this initiative forward. Likewise, I believe the members in each of the committees deserve our thanks too for providing the ideas and impetus to make this chapter even better than it is now. Contemplate joining a committee; you will help your fellow members and learn in the process.

The executive will be meeting next week to further refine the chapter strategic plan with the full scope revealed 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

KWRRA Christmas Party on November 28, 2014

If you didn't make it to the Christmas party, you missed a great event! The old adage, "A good time was had by all" couldn't be truer and the meal was excellent as always.

Mike Thorpe filled the role of MC as usual and did a wonderful job and even provided a bit of entertainment after the meal. Mac had arranged for some dancers to entertain us as staff cleaned up the tables and dishes between the meal and dessert. The annual draw provided some interesting prizes for the attendees and a number of new and old friends made their appearance at the party.

Every year KWRRA hands out a couple of awards at the Christmas banquet. The awards were presented as follows:

Holy Golly Award went to Lee Coulman for his service to KWRRA, including his engagement with the members of the chapter at events and always being willing to do presentations at monthly meetings to keep the rest of us informed.

The Larry Edwards Memorial Award went to yours truly for the ongoing enthusiasm shown toward the RAA, promoting the chapter and encouraging the dreams of other builders to complete their projects.

Lee and I were both surprised and pleased to receive the awards and wish to thank the members for the honour of receiving them.



Project Completions

2014 was a great year for project completions at KWRRA, with no less than four projects completed this year. I hope to showcase each of these projects 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.

Over the coming months I hope to do a story on each of the builders in this chapter that completed projects this year, including:

- Stephen Gale and his Van's RV-6

- Dan Oldridge and his JA Highlander
- Gunter Malich and his Van's RV-8
- Cam Woods and his Zenith CH-750

This month I will reveal the triggers and motivation points behind a six year long project to build a Van's RV-6 tail dragger from a few pieces of an RV-6A project that had been started and abandoned years before.

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

The Leading Edge



Glen and Stephen in front of their Van's RV-6 at CYKF

The story of Stephen and Glen's RV-6 begins in the Kingston area, where over a decade ago, Stephen's brother-in-law had started building a Van's RV-6. When Stephen visited him, he would check out the progress on the project and toyed with the idea of building a plane himself, but it was not in the cards at that time. However, he continued to research homebuilt planes on the internet and decided that his mission profile was most closely met by the Van's RV planes.

Fast forward a few years... unfortunately for his brother-in-law, it became necessary to part with his project for personal reasons. Fortunately though for Stephen, the timing worked out right. Stephen's interest in building a plane was growing and a series of events in his life seemed to make this the right project at the right time. Stephen had been having trouble finding a build partner and was busy working so much it seemed he would not have the time to get involved in building a plane.

In 2009, Stephen broke an ankle and was laid up for some time, and as luck would have it, his friend Glen had just been laid off. What seemed like two unfortunate events became the catalysts for his build project. It turned out that Stephen's daughter had just been accepted at Queen's University in Kingston, and since he had to take Laura off to school

there anyway, he figured it may be a good idea to check out the RV-6A project his brother-in-law was now forced to sell.

The wings to the RV-6 had been stored elsewhere while the fuselage was being built, but due to the sale of the building they were stored in, the completed wings had gone missing... likely sold as scrap by the new building owner. Being unable to complete the project with the now missing wings, Stephen's brother in law wanted to get it off his hands and he sold it at an agreed upon price. So, Stephen and Glen were now the owners of an RV-6A fuselage and a few assorted parts, but no wings ... yet.

Glen is the handyman of the partnership, with Stephen recounting to me the number of times that Glen has been able to fit miscellaneous parts and manufacture needed parts as they built the RV project. When they considered buying the project, Glen had advised Stephen that he had no doubts about being able to fit another set of wings to that fuselage. I suspect that Glen's experience working for an aircraft salvage company a few years before is a major factor in his abilities and confidence in being able to make things work.

They began searching RV forums and aircraft websites looking for another set of wings to put

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on their plane. Fairly quickly, they were able to locate 3 sets of wings; two partly built sets in the USA and one in Alliston, Ontario that was still in the shipping box from Van's Aircraft. They went up to Alliston to check them out, bought them, and began their 6 year odyssey of aircraft manufacturing.

During the build, the decision was made to convert the plane to a tail dragger, so it became necessary to get a conversion kit from Van's. "Glen did most of the technical work", Stephen told me as he described the roles each of them played in building the plane.

The RV originally came with a wood prop on a 180 hp. motor, but they eventually found an aluminum Sensenich prop in the USA that they agreed would be a better match to the plane and had it shipped up to KW. Stephen mentioned that they had some concerns about C of G with the conversion process, but felt that the heavier prop would move it forward a bit. Removal of the RV-6A gear weldment points and steps saved about 13 pounds shifting the C of G a bit more.

Much of the work was done in Glen's garage, which was fairly well equipped and a nice workspace. The main problem with getting the project done faster was Glen's work schedule. Glen was overseas for three months at a time and home for six weeks, which they scheduled with daily work on the plane to ensure something was always getting done on the project while Glen was home. Stephen's schedule coordinated well with Glen's and they provided constant motivation and encouragement to each other by scheduling tight timelines for each part of the project.

Finally, the day had arrived for a final inspection by MDRA. Although the final was in April of 2014, 3 other people they trusted had pre-inspected the plane to try to find potential snags. Stephen said to me, "it seems that you can't have too many people look at it... everyone looks for different things and even after you correct them, the inspector will still find something."

The first flight took place late this summer, on September 12, 2014. Although the plane was ready much sooner, Stephen felt it was only fair to wait until Glen returned from the Middle East before having it test flown, given the amount of work Glen had invested in the project. In the meantime, Stephen spent the time taking courses in July and August while he waited patiently for Glen's return.

Gerry Younger performed the 20 minute test flight and upon landing reported that it flew like a dream. Gerry found a couple of minor issues with the communications system, but nothing affecting flight safety. Those issues were corrected by cleaning some contacts and replacing a headset. Stephen and Glen are currently flying off the 25 hours, but by the time you read this, they will likely have the conditions removed on their Certificate of Airworthiness.

They installed a Dynon10A basic electronic flight instrument package and have upgraded the landing lights to include wig-wags. Next steps are to add fairings and wheel pants. They have plans to add a Garmin 796 soon and of course they have to decide on a paint scheme.

Whatever colours Stephen and Glen decide upon, I'm sure their Van's RV-6 will be an excellent looking aircraft and a welcome addition to the collection of fine looking machines owned by the members of KWRAA.



Taxiing back to the hangar after a successful test and transition training flight with Gerry in the left seat

What's happening in January?

Join us January 12, 2015 for a presentation by **Brant Aero** to discuss GPS, transponders, antenna selection and placement, grounding, bonding, electronic circuit breakers along with various technical and aircraft safety issues all with a slant toward amateur built aircraft. Learn what's new in aviation technology and what's time-tested.

Feel free to submit questions in advance to me or to Lee Coulman, Director of Airmanship and Flight Safety who will also fill us in on his experiences with ELT's. If you fly a plane, own a plane, are building a plane or just want to be a better pilot you won't want to miss the **January 12, 2015** meeting!

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

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

January 12	-	January Meeting at 7:30 in the Cadet building at CYKF
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.)

Executive Contact Information:

KWRAA President:	Dan Oldridge	(519) 651-0651	oldridge@golden.net
Vice President:	Clare Snyder	(519) 886 8032	clare@snyder.on.ca
Secretary:	Clarence Martens	(519) 742-3159	cemartens@rogers.com
Treasurer:	Mike Thorp	(519) 338-2768	mhthorp@hotmail.com
Director ACT:	Gunter Malich	(519) 747-5066	gmalich@rogers.com
Director AFS:	Lee Coulman	(519) 664-8217	lee.coulman@gmail.com
Director FSE:	Mac McCulloch	(519) 848-3392	macpat@live.ca
RAA Canada:	Gary Wolf	(519) 648-3030	garywolf@rogers.com

Weekly Luncheon at CYKF:

The weekly \$4 luncheon held at Hangar 18 on Wednesdays at KW airport is a charity event supported by Graham Luckhurst, Bill Wojcik, Don Sinclair, and Gary Wolf but, it is not a KWRAA event. Please be respectful of the generosity of these members in hosting this charity luncheon.

The Leading Edge

Hundreds of dollars are raised each year for Mennonite Central Committee projects around the world through this event. We ask that you bring your \$4 each week to support these members' fundraising efforts, and continue to share this time with your fellow pilots to learn, laugh, and eat a great lunch together, while supporting a worthy cause.

Classifieds: None at time of publishing.

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

Our next meeting is at 7:30 on Monday, January 12, 2015 in the Air Cadet building at CYKF. Please plan on being there... and bring a friend who has an interest in aviation.



*May the Joy and Peace of
this Holiday Season be with
You and Your Family!*

*Merry
Christmas
and
Happy
New Year*

*From your
KW-RAA Executive*