

- February 2015 -



Snow Plow/Sweeper combination vehicles keeping the runways clear at CYSB. Similar rigs are used at most airports in Canada that handle commercial air traffic, including CYKF.

President's Message

Tired of the cold weather yet? Apparently, February has been so cold here that we have gone the entire month without seeing temperatures at the freezing mark. Although I was fortunate to be in BC for most of it, I could not believe just how cold it felt upon my return to Ontario.

I'm sure a number of you are waiting patiently for warmer temperatures before you get your plane from its winter home and take it flying again. When you are sitting at home sipping a warm beverage and looking out at half a metre of snow, it's hard to believe that there are a few die-hards that actually look forward to this time of the year so they can take their ski-equipped planes out and enjoy the Canadian winter.

One of my buddies near Algonquin Park has been sharing videos of his adventures on Aylen Lake with me and although I don't really

like the cold that much, he sure makes it look like a lot of fun. I may have to give it a try next winter... who knows maybe I will like it.



Balfour, Paradise and Aylen Lakes

(Photos courtesy of Jack Leroux – Algonquin Highland Aviation)

<http://www.algonquinhighlandaviation.com/>

Whether you fly in the winter or not...

2015 is going to be a great year for KWRAA!

- Dan

Winter Flying Adventures

Jack Leroux and I met about three years ago on the internet as we were building our Just Aircraft Highlanders. Since our initial contact, we have shared hundreds of ideas and photos that greatly assisted each other during the build process. I cannot stress enough how important it is to have other builders to consult during the process. Between Jack and my friends at RAA, I was able to overcome all of the obstacles I encountered during the build process.

Unfortunately, I have not had an opportunity to fly with Jack yet, but he has continued to keep me apprised of his progress and adventures with his Algonquin Highlander. Since Jack lives right on Aylen Lake he has some winter opportunities for flying that some of us do not have at this point in time, and I would like to share a bit of that with you in this issue of the newsletter.

Jack's Highlander has been modified since its initial flights with the addition of extreme gear legs and 26" Airstreak bush tires. During the summer months, he flew out of Bancroft airport and Dr. Henry Chapeskie's strip at Barry's Bay. With a 100 hp. Rotax, three-blade Sensenich propeller, and empty weight of only 711 pounds (before the wheel modifications), it is a capable performer. For the winter months, Jack has outfitted it with skis. In his own words in early January...

"I just completed my ski installation and am waiting for good weather to perform my first flight on skis. I decided to go with Federal 1500 straight skis since I really don't need wheels for landing. My Federal 1500 skis weigh 17 lbs each which is quite light as far as skis go especially considering I added 8" wide 1/4" UHMW to the bottoms. The skis were fabricated in 1946 and were used on a J3 Cub, the axle installation did not require modification so all I had to do was make bungees and safety cables to fit the skis to my aircraft. Then I made the wheel dollies to get in and out of my garage."

Since that time, Jack has had the opportunity to make a few flights in his ski-equipped Highlander. Hopefully next winter I can get my Highlander up to Aylen Lake and fly with him.

Check out the following winter scenic shots...



Bark Lake near Algonquin Park



On Final Approach to Jack's Runway - Aylen Lake

Jack will be the first to admit that not every day is great for flying in the winter, especially when it's brutally cold like it has been recently, dipping well below -20. But there are just enough clear crisp blue sky days when the temperatures are pleasant or at least tolerable for some winter flying adventures. On the plus side, the extreme cold temperatures will likely insure that winter ski operations can continue throughout the month of March too.

He has a bunch of photos and a couple of ski-flying videos on his website, but here is the link to my favourite...

http://www.youtube.com/watch?v=_kJvIGZj-U8

Happy Flying!

- Dan

Out of the Woods

When Cam Wood began looking at an aircraft project to complete with his son David, one of the first planes he considered was the Zenith 750. Its all-aluminum construction interested Cam, who had some experience with building a Zenith 701 a number of years ago. Cam was also impressed with the structural soundness of the Zenith Aircraft designs.

David is a mechanical engineer and licenced pilot. David is the registered builder of the Zenith 750 that he and his father built at home in the hangar they have on their property in Winterbourne.

Cam will be the first to admit it's not a fancy plane but it is well suited for float operations; something he intends to do in the near future and one of the main reasons for wanting to build the Zenith 750. Cam has about 1500 hours and currently flies a Maule MX-7, but he has owned a number of aircraft in the past including a Piper 140, Cessna 180, Lake LA4 200, Piper PA20-22, as well as having built the aforementioned Zenith 701 and also a Challenger ultralight on floats.

The decision was made fairly quickly on the engine that would be installed in the 750. The Rotax 912 ULS was chosen due to the proven reliability, service network, and number of Rotax engines in light sport aircraft. Several 750's were already flying with this model of engine and performance has proven to be quite good in this aircraft because of its high power to weight ratio and ability to spin a large diameter propeller.

A number of months passed between the decision to build and the start of the project, but eventually a kit was ordered and picked up from Zenair at Huronia Airport in November 2012. After conducting a parts inventory, construction began on December 5, 2012.

With both Cam and David working on the project, construction was completed on the wings, empennage, control surfaces and rear fuselage by the end of January 2013, with the

pre-cover inspection of those components completed the same month. Progress slowed a bit for the next couple of months while Cam escaped the coldest part of the winter and enjoyed the sunny south for a while.

In February, David picked up the finishing kit from Zenair and over the next year Cam and David worked to complete the airframe with some periodic assistance from Mark Townsend. In July they picked up a firewall forward kit and began to mount and connect up the Rotax 912uls they had purchased from Light Engine Services. By January 2014 they were ready for the pre-cover inspection on the remainder of the airframe.

Cam and David worked on the fuel line and brake plumbing as well as the remainder of the wiring from January to July of 2014.

Instrumentation includes a Dynon FlightDEK-D180, which they installed, connected and tested in preparation for the engine test run. Their prop of choice was the Warp Drive three blade, which had a good history on Rotax engines.

When we visited Cam and David at their June Fly-in, we had a chance to see the progress they were making on the Zenith 750. It was obvious at that time that it was getting close to completion, which happened just a couple of weeks later.



C-GXGE almost ready for its maiden flight

The Leading Edge

CG and Weight and Balance figures were typical for planes of the same make and model at 773 lb. empty and a CG of 344 mm. (Zenair specifies a range of 280 to 500 mm.) With documentation in hand, their final inspection on the 750 was scheduled for July 10, 2014.

Other than a few minor snags with the number of threads showing on a couple of bolts and larger washers required on a couple of control rod ball ends, the plane was ready to go.

The weather was good on July 25, 2014 when Cam and David went from having a project to owning a real plane that they built together. Cam's home airstrip proved to be the perfect location to test fly the airplane, with Cam at the controls. He reported that there were no surprises and it flew as expected. Upon landing, they inspected the plane and decided to move one coolant hose as a precaution.

After flying off the requisite 25 hours trouble free, the restrictions were removed from the Certificate of Airworthiness on October 16. Cam joked that flying 25 hours of circles is quite boring so he's looking forward to some longer flights next year.

With 33.5 hours on the plane now, Cam and David report the cruise to be about 80 mph as

expected in this aircraft. Climb rate at full gross was around 700 fpm, also as expected.



Taxiing out in C-GXGE for a flight from the home strip

Cam and David have plans to add floats, but not to add a lot of extra weight with paint or trim since they want to keep it as light as possible. They do have plans to add a couple of steam gauges as back up to the Dynon FlightDEK.

They both agree that having a build partner is great and helps to keep the project moving along, but doing it as father and son provided some great bonding moments and generated memories to last a lifetime.

I believe I speak for all of the members when I say, "Congratulations on the successful completion of your Zenith CH750!" as we all welcome C-GXGE into the fine fleet of aircraft owned by KWRAA members.

- Dan



The Leading Edge

February was our annual recurrency training with Fred Grootarz. Thanks Fred for keeping us current with TC regs!

What's happening in March?

Join us March 9, 2015 for a look back at our chapter's history and reveal some plans for the future. Don't miss the **March 9, 2015** KWRAA meeting!

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

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

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 6	-	London/St.Thomas RAA Fly-in Warren Field, Mt. Brydges, 10am to 3pm
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.)

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Classifieds: None at time of publishing.

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

Our next meeting is at 7:30 on Monday, March 9, 2015 in the Air Cadet building at CYKF.
Please plan on being there... and bring a friend who has an interest in aviation.