

- July 2018 -



We had a good turn-out for the MacPat fly-in at CMZ2 on July 7, 2018. Seven pilots flew their aircraft in for the event plus Mac's CH750 was in the hangar. Above are the first time recipients of the Metz Awards for 2018. (details inside)

President's Message

We missed seeing a few of the regulars at the 2018 Metz Field fly-in, but luckily we had a number of visitors to make up the shortfall in KWRAA members. I have included a number of photos for those members who could not make it, so they know what they missed!

On a sad note... there seems to have been an inordinate number of small aircraft accidents in Ontario in the last few weeks... let's hope there are no more for a long while! Stay focused when flying and be safe. One of my instructors once said, "Stay 3 mistakes above the ground".

In this issue I have also included a few photos from the COPA Convention trip of 2018 to Saint John, NB. Lee and I had a good time once again and met some interesting new characters as well as touching base with some old friends from our 2016 trip to Yarmouth, NS.

We will definitely be looking forward to sharing some stories and lessons learned from this trip as well as providing you with some aircraft eye

candy from the fly-ins we attended along the way in Sherbrooke and Saint John. Every year since 1995, the *Les Faucheurs de Marguerites du Québec* fly-in has been held at the Sherbrooke airport to gather together as many pilots, builders and aircraft lovers as possible.

This year, our arrival in Sherbrooke on the way to New Brunswick coincided with the second day of the two day fly-in, so we were able to be part of this event and showed off our planes to the public and other aviators.

As always, the scenery was spectacular at times and the weather cooperated for the most part this year with only one day storm-stayed and one overnight period where we waited for a small front to pass before continuing. We have far too many photos to share in the newsletter and likely far too many to share at one of the fall meetings, but we will start sorting them to prepare a presentation for the September or October monthly meeting.

2018 is another great year for KWRAA!

-Dan

The Leading Edge

2018 Metz Field (CMZ2) MacPat Fly-in

I am pleased to report that we saw a couple of new planes at this year's MacPat Fly-in.

Terry Little, of Fergus flew his recently finished Sonex with the registration C-ITAZ to the KW-RAA fly-in. Last time I saw that registration, it was on a Highlander that belonged to Jim Halls. I flew in it just before I decided to purchase my Highlander kit, but that was 8 or 9 years ago now!

Terry did a really nice job painting and polishing up the aluminum on the Sonex to a mirror-like finish! No doubt the extra effort won him the award for the nicest looking plane!



Roy Gibson of R.R. #1 Elora and passenger flew in with his Airborne Windsports XT 912 Trike C-IIKA.



Hopefully Mac can convince them all to join our local RAA chapter.

Also of note, Tom Shupe flew his Maule (in the background) over from Mount Forest. Although we've seen the plane before at Tom's place, I believe it may be the first time we've seen it at another fly-in.

Of the usual suspects we see at our fly-ins, Ed Connors arrived in his Best Off Nynja



... and Ed Nagle in his Denny KitFox IV. Ed normally would have just flown in from Guelph, but had to make a stop in Brantford first at Aircraft Spruce. The extra miles won him the furthest distance flown award!



Mike Shave flew in with his re-powered Mini-Cab and I flew in in my Highlander.

I also want to recognize the builders who continue to plug away at their projects so they also may fly in to the KWRAA events someday. Ted, Don, Graham, Clare, Clarence and others continue to drive to our fly-ins to join in and

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make the KWRAA fly-ins the great social events that they are! They bring the hope and optimism of future flights in new amateur-built aircraft and keep the dream alive for those still dreaming and those who have completed our projects but miss the joy of building.

As always the hot food was great, the side dishes filling, and the desserts abundant!

Mac arranged for some 'gag' awards to be handed out to recognize a number of categories including, nicest looking plane, longest distance flown, best cook, etc. The latter prize went to Don Sinclair who manned the grill in Mike Thorp's absence. We all had a good chuckle from that fact and I'm not sure if Mac was making a statement or a jest, but I'll leave that up to Mac and Mike to sort out. 😊



Visiting guest Nathan Schenkel said he enjoyed the fly-in and even won an award for the farthest distance driven to get to the fly-in.



Saint John or Bust...

Having enjoyed our 2016 trip to Yarmouth so much, Lee Coulman and I set out on June 16, 2018 to get to the COPA Convention again this year! As many of you know, we began the journey by attending the first KWRAA fly-in of the season at Cam Wood's place and began our intrepid adventure from there. Not only was it a great way to start the adventure it was great to get a bit of a send-off from our own local RAA members as we headed east.

With Jerry cans as our passengers, we flew to our first refueling stop at Westport CRL2 (Rideau Lakes) to check out that facility and then on toward Cornwall. I had checked out a number of Marinas and airports looking for the best options for high test auto gas and managed to find a gas station across the road from a quiet bay on the St. Lawrence River just outside of Cornwall. We landed there, refueled and headed east toward our first night's stay.



The scenery across the Eastern Townships of Quebec is spectacular at low altitude, with tree-covered mountains and beautiful lakes.

On Google, I found a great little B&B with its own airstrip! Stanstead-Weller CTQ2 is a long grass strip just one mile north of the Vermont Border and a great launching point for a trip over Maine to get to New Brunswick. If you want to learn more about this B&B or our hosts while we were there check out this link...

<http://www.ctq2.org> George is a pilot, retired engineer and tinkerer extraordinaire... a real character to meet in person!

If you want to learn more about the airstrip use... <http://www.ctq2.org/flying/>



The next day we headed up to Sherbrooke to attend a fly-in that we had missed by just a week in 2016. [Les Faucheurs de Marguerites du Québec](#) is an annual fly-in that spans two days in June and attracts pilots from all over Eastern Canada.



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In spite of a near miss in the circuit due to a language barrier (ADS-B out in the other aircraft would have prevented the near miss), it was a fun morning and early afternoon, but Lee and I had plans to get to St. Stephen NB. well before nightfall. So, mid-afternoon we filed flight plans and took to the skies flying over Lac Megantic, the USA border, Jackman Maine, Millinocket Maine and back over the border into Canada, landing at St. Stephen about 3 hours later. Lac Megantic is rebuilding its core area with much of the infrastructure back in place, but very few buildings yet.



The scenery in Maine is quite good, and somewhat enticing for seaplane pilots, but we were on a flight plan to cross over Maine, not land there. Many of the lakes look pristine and mostly uninhabited. Someday it may be nice to make it a destination.



Before we left home, I had contacted a friend we had made in the Yarmouth, NS area two years prior. Vern Harris is a retired lobster fisherman who showed us the sights and the most scenic sites when we attended the convention in 2016. Vern offered us the

opportunity to visit him at his cottage near Kemptville, Nova Scotia and offered us beds for a night or two. We were quite happy to take him up on the offer, but it meant crossing the Bay of Fundy or making a very long trip around the bay to get there. As we left St. Stephen, we flew past St. Andrews, NB., another beautiful town worthy of a visit someday.



We climbed to 5000 ft. over Grand Manan Island, regrouping and verifying each other were within sight and tracked on ADS-B before heading out over the open waters of Fundy. Having seaplanes provides a bit of comfort when doing water crossings, but our planes are much better suited to smaller lakes than the open waters of the ocean. As the long stretch of land known as Digby Neck got closer we breathed a sigh of relief knowing that the worst was over and the strong tailwinds which helped us cross would be our next challenge as we descended toward Kemptback Lake.



Our landing on the lake was rather challenging with gusty winds, treed shorelines that seem to redirect the wind into unpredictable patterns, and whitecaps, but somehow we managed to

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land and taxi over to Vern's dock. Luckily, the key was where Vern said it would be, so we unpacked our stuff and settled in for the night.



The next day we flew up to the New Germany Seaplane base CCA2 on the LaHave River. In 2016 we had met Mervin Zinck and looked forward to an opportunity to reconnect. Upon our arrival, Mervin dropped everything and came over to meet us. He invited us back to his home where his wife fed us while Mervin filled us in on some of the things he and others in the Bluenose Flying Club had been working on. Mervin is an interesting fellow. He has acquired over one hundred single cylinder steam engines that he has also painstakingly and lovingly restored to their original condition. He has a collection of Harley Davidson motorcycles, old puck-up trucks, Jeep Willys, and a number of other 'man toys' the he has restored including a number of older lawn tractors.



We had hoped to spend a day visiting Stanley airport and maybe even fly around PEI a bit, but the strong winds and upcoming COPA convention refocused our travels.

Back in Kemptville, Vern took us to see a Rans S7 belonging to Wayne, another builder/pilot. After a two day stay at the cottage and a visit with Vern and his wife we had an opportunity to try lobster and eggs for breakfast before departing for Saint John. I can't say enough about the great hospitality of the folks in the Maritimes. We owe Vern a great debt of gratitude for the opportunity to stay with him.



Our trip to Saint John from Kemptville was scenic as we climbed over Digby on our way over Fundy, but it was much slower as we plowed into the strong headwinds over the bay. On the horizon, Saint John taunted us as it slowly got closer, but seemed forever to reach. At times the ASI showed close to 90 while the ground speed on the GPS showed in the 50s... a far cry from the 82 and 135 mph that I was showing for a while on the way over!



To our surprise, as we parked our aircraft on the grounds at CYSJ, we were met by the local TV station reporters from CBC. The TV crew interviewed us and from what I hear, we were celebrities in Saint John for a short while as we apparently made the six o'clock news.



Unfortunately, we missed it but learned from many of the attendees at the fly-in that they saw us on TV. Check out this link for more... <https://www.cbc.ca/news/canada/new-brunswick/small-planes-saint-john-airport-1.4717688> Be sure to check out the short embedded video on that page too!

CYSJ - Saint John, NB was our destination, but as usual, the journey had been worth the trip already. We stayed about one kilometer from the Convention Centre and walked over each day to whatever events and seminars we wanted to attend.



There was a welcome reception the first night where we sat with some Flying Farmers from Ontario and a banquet the last one, but in between we had an opportunity to explore some of the sights and sounds of Saint John. We met up with old friends and shared meals with many of them as we discussed all things aviation and filled them in on our travels so far.



On the final day, we attended the fly-in at the Saint John airport. Since we were already parked there, it basically meant that we would be showing off our rides to the local aviation enthusiasts and pilots who came out to the airport to see all the COPA planes and a number of other aviation displays.

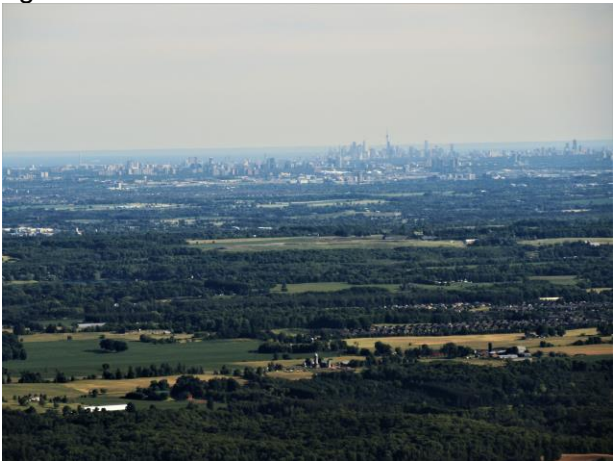
After the banquet that night, we headed back to the motel for a good night's sleep, knowing we would be facing weather delays on the way back home. In the morning, we headed to the airport and started planning our return to Ontario. We started by flying back to St. Stephen where we would refuel before setting out over Maine and then on to Sherbrooke. We knew with headwinds most of the way back that it would be a slower trip and require a bit of planning as a storm front was moving across Ontario and would eventually get to us.

In Sherbrooke, we topped up our fuel tanks with our Jerry cans once again and prepared to stay the night in Sherbrooke when we realized we could make it back to CTQ2 and stay at the B&B again. Given that the Sherbrooke airport is a 20 to 30 minute drive from any motel, the decision was easy. Fly for another 30 minutes and park our planes right at the Weller B&B!

After a second night at Weller, we headed east to Cornwall, landed on the river, refueled our planes and filled our Jerry cans from the gas station across the road from the river and took off for home. The scenery along the St. Lawrence is spectacular, especially from a seaplane at low altitude.



We made a brief stop at Hastings/Sweetwater Aerodrome CSW6 to refuel from the Jerry Cans, met the owner there and heard about his plans for runway improvements, and took off again for home.



We flew the designated corridors and used the designated frequencies for the East-West VFR routes north of Toronto and will be happy to

expand on that and many other interesting topics at a KWRAA meeting this fall.

As we cleared the designated airway near Orangeville, we parted ways knowing that we would still see each other on ADS-B in our aircraft as we flew away toward our respective home airports. Incidentally, as I prepared to land at Puslinch Lake near Cambridge, I could still see Lee's plane on my display as he made his call turning final. I was barely above treetop height when I heard him make the call on 123.2 MHz, which I was monitoring on the standby frequency. ADS-B had been a great asset during our travels and this was just the icing on the cake! ADS-B is mind-blowing! We're 40 miles apart and I still know exactly where Lee is ...in 3 dimensions no less!

What's next?

Lee and I have hundreds of great photos and an extensive list of lessons learned from this trip. After whittling them down to a manageable sized presentation, we look forward to sharing them at an upcoming KWRAA monthly meeting. As always, we believe the journey is just as important as the destination and more often than not, most of the fun!



- Dan and Lee

Targeted Inspections get New Name!

In a recent issue I mentioned the targeted inspections that Transport Canada had begun doing in an effort to understand what the issues and behaviours were related to aviation accidents in GA.

These 'inspections' were a hot topic at the COPA Convention in Saint John, NB in June. Once TC had the opportunity to describe the process to GA pilots and listen to our concerns, it was obvious that the name had to change in order to gain the trust of pilots

across Canada. The TC encounters were not really 'targeted inspections' but an opportunity for TC personnel to learn more about pilot behaviour and improve aviation safety. The name was a carry-over from internal naming conventions within the organizations and does not really reflect the intent of the campaign.

To learn more about the **General Aviation Safety Campaign** and what happened at the COPA convention, check out this link...

<https://copanational.org/en/2018/07/13/general-aviation-safety-campaign-gasc-update/>



Upcoming Events in 2018: (Highlighted lines are KWRAA Events*)

July 28	-	KWRAA Fly-In at Roger Deming's – Kenilworth ON	INFO Here!
August 11-12	-	Gathering of the Classics in Edenvale, ON	
August 17-19	-	UPAC Convention – Lubitz Field, Plattsville ON	
August 25	-	Aviation Fun Day at CYKF – Waterloo Region International Airport	
September 1	-	KWRAA Fly-In at Tom Shupe's in Mount Forest	INFO Here!
September 10	-	September Meeting at 7:30 in the Cadet building at CYKF	
October 15	-	October Meeting at 7:30 in the Cadet building at CYKF	
November 12	-	November Meeting at 7:30 in the Cadet building at CYKF	
November 30	-	KWRAA Christmas Party – Details to follow later in 2018	

* 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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