

- July 2019 -



At least four of our local KWRAA members made it to the NRFI event in at CYEE near Midland Ontario. Matt Miller flew right seat with me to attend the event, which is billed as 'planes, trains and automobiles'. The local model railway club set up a number of working displays and local car enthusiasts displayed their roadable treasures.

- Matt Miller Photo -

President's Message

Wow... summer arrived with a vengeance mid-July. As I sit and type this, I'm looking outside at what looks like a beautiful summer day, knowing it's actually 34 degrees outside and feels more like 43. Thankfully the air conditioner is still pumping out cold air at home and the hydro has not dropped out as it can sometimes when the system is overtaxed by everyone trying to escape the heat. The forecast is for nicer weather starting tomorrow.

Weather certainly has played a role so far in our own KWRAA events, having to reschedule both of the previous ones this summer. Luckily in both cases, the Sunday weather turned out to be lovely.

Matt Miller and I saw Rudy Hane and Mac McCulloch and their planes at the NRFI event in Midland last weekend. Frankly, I was a little concerned with the weather but after an hour or so of rain while we were there, the sky slowly cleared up and a few stragglers even flew in after the weather cleared later in the day.

In this issue of the newsletter you will find photos of both the Juergensen Field fly-in and the NRFI fly-in at CYEE near Midland.

I figured it's time to re-release the information about the common frequency areas (CFA) around Toronto for anyone flying within 45nm of the city. The CFAs define the frequencies you should be using or at least monitoring. With the blackflies gone, the mosquitoes on the decline and the weather normalizing for a while, some of us may be considering a few more trips north, which means getting through those busy corridors near Brampton, Orangeville and north of the GTA. The CFAs are there for your protection... use them and stay safe!

Thanks go out this month to Matt Miller and Mike Shave for sending me their fly-in photos, some of which I used in this edition.

2019 is going to be a great year for KWRAA.

- Dan

The Leading Edge

Juergensen Field Fly-in

July 14 turned out to be a great day for a fly-in, in spite of the fact that it had originally been scheduled for July 13, 2019. After having to reschedule the Largo Woods fly-in in June, I was a little reluctant to do it again, but there was just too much of a chance that the weather would jeopardize the event. Fortunately, Sunday was forecast to be a fair weather day.

The turnout was excellent for the event, with a half dozen planes flying in, three motorcycles, and a number of members or families driving in.



- Matt Miller Photo -

Juergensen Field is home to several KWRAA members' aircraft, so there were a number that displayed their planes without even having to fly into the event. However, as a pilot, I'm not sure that's a good thing since it meant those members missed out on a little flying fun. Let's hope they went up for a flight after we left to get some flight time in on that beautiful day. ☺



- Matt Miller Photo -



- Matt Miller Photo -

RAA National President, Gary Wolf flew his Eurocoupe to the event from a grass strip in Puslinch and I flew in from Guelph Airpark.



- Matt Miller Photo -

Lee flew his Searey in from Roger Deming's airstrip near Damascus and Scott flew his C150 in from Waterloo Region Airport with his daughter Emily flying right seat.



- Matt Miller Photo -

The Leading Edge



- Mike Shave Photo -

Terry, Gord and Graham checked out a Sonex, one of the aircraft hangared at Juergensen field.



- Mike Shave Photo -

A number of spouses and family members joined us for the fly-in as well as Scott's whole family, shown below with Harish and Ed, whose aircraft are hangared at Juergensen Field.



- Mike Shave Photo -



- Mike Shave Photo -

As usual, Mike volunteered to do the barbequing, which he masterfully completed so the rest of the gang could enjoy another great meal and fellowship together. Thanks Mike!



I may be biased, but I think it was another great fly-in! Anyone not attending the KWRAA fly-ins is really missing out ...in my humble opinion.

CYEE Midland Fly-in

The Midland Chapter of RAA had their annual Northern Regional Fly-in on July 13, 2019. Some of our own chapter members attended, so I have included some photos from this event.



The weather was great in the morning with only a 40% chance of showers in Southern Ontario and even up into the Midland area. When Matt and I arrived, there were already about 25 planes with more arriving at a fairly steady pace.



- Matt Miller Photo -

About an hour after our arrival, we decided to go check out the Zenair factory tour with Mac in tow. We knew Rudy was around somewhere, since we saw him arrive shortly after us, but we couldn't find him. Our guess was that he attended the presentation of the Gimli Glider story done by retired Captain Bob Pearson, who was at the controls that day.

Michael Heintz was giving brief tours and answering plenty of questions about Zenair

products and the production process in the Midland factory that produces the aircraft kits. As we chatted, the rain started. If you have ever been in a large steel building when it's pouring, you can guess how loud the conversation got just to be heard above the constant roar of rain.



As noon approached, we considered making a run for the food tent over by the terminal building, but every time the rain let up just a bit, within seconds it came down even harder. Finally, we were able to make a run for the food tent through the rain, but continued to get wet as we waited in line for food, struggling to get under the overhang of the tent. By 12:30 or so, the rain finally let up and the warmth of the summer breeze quickly dried off our clothing.



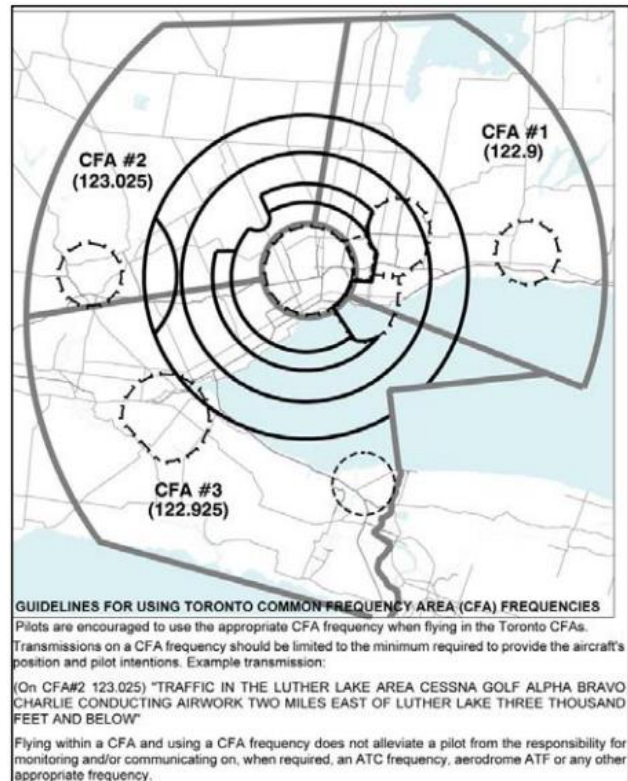
- Matt Miller Photo -

Before we returned home, I was able to spend a little more time with other pilots and attendees to converse about building and flying our planes and recount a few of our travel stories and other aviation-related tall tales.

What Frequency Should I Use?

Common Frequency Areas (CFAs) were created ten years ago to serve pilots within 45nm of Toronto. A CFA is not a class of airspace, and it is not monitored by ATC or for use at uncontrolled airports. CFA frequencies are intended for air-to-air communications only and provide an awareness of traffic in your vicinity. To improve safety, aircraft should use these CFA frequencies unless the aircraft is required to be on an ATC, MF or ATF when taking off, landing or flying within their zone. However, the importance of being on the right Aerodrome Traffic Frequency cannot be overstated. Pilots should provide position reports, intentions and progress on a VFR route on the CFA frequency for the applicable area.

The CFA in our area uses 123.025 MHz., which covers a wide swath from Hwy 401 all the way up to Dundalk and Barrie and east to Hwy 27. The local CFA ends just a few miles to the west of KW, but many aircraft can still be found on it in the WWFC training areas to the Northwest. When monitoring this frequency you will hear local WWFC flights near Conestoga Lake and Elmira as well as traffic entering and exiting the designated VFR routes north of Toronto. It's likely a good idea to leave 126.7 MHz for the high flyers and aircraft outside the CFAs for their position reports.



The CFAs can get quite busy on a nice day, but it is currently the best way to get a good idea of where other air traffic is and to let others know your position and intentions... at least until we all have ADS-B (In and Out). ☺

Look for updates on ADS-B in the August issue of *The Leading Edge* newsletter.

How Far is Too Far?

Pushing the Design and Performance Envelope seems to be the driving force for a Norwegian company called Edge Performance.

Edge Performance has a number of Big Bore kits and fuel injection kits for Rotax engines, but has been working on a few others too.

Edge is currently testing a 300hp fuel injected turbocharged Yamaha engine derived from the Apex. This beast is making an appearance at Oshkosh in Steve Henry's latest Highlander, 'YeeHew 7'. According to Edge, this engine puts out close to 950lbs thrust at 19-20psi boost!!! Check out their Facebook page here...

<https://www.facebook.com/EdgePerformancePeX/>



Upcoming Events in 2019: (Highlighted lines are KWRAA Events*)

July 22-28	-	Air Venture Oshkosh in Wisconsin, USA
July 27	-	KWRAA Fly-In at Wilf Holyoake's near Belwood Lake (Tentative) Info
August 10-11	-	Gathering of the Classics in Edenvale
August 16-18	-	UPAC Convention – Lubitz Field, Plattsville
August 17	-	Aviation Fun Day at CYKF – Waterloo Region International Airport
August 22-24	-	COPA National (Eastern) Convention Cornwall Regional Airport (CYCC)
August 31	-	KWRAA Fly-In at Roger Deming's – Kenilworth Info
September 9	-	September Meeting at 7:30 in the Cadet building at CYKF
October 21	-	October Meeting at 7:30 in the Cadet building at CYKF
November 11	-	November Meeting at 7:30 in the Cadet building at CYKF
November 29	-	KWRAA Christmas Party – Details to follow later in 2019

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

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For Sale:

Pegazair-100 STOL project

All metal with fabric covered fuselage is ready for instruments and 100hp engine. Built to plans with exceptional build quality.

Replacement parts cost (unassembled) over \$30,000 USD

MDRA Pre-cover inspection was done in June 2011.

Asking \$15,000 USD or \$18,000 CAD

Please contact Clarence for more information ... cemartens@rogers.com or (519)742-3159.

For Sale:

Corvair Engine set up for aircraft use, but easily converted back.

Contact Clare Snyder for more details and price. clare@snyder.on.ca

For Sale:

Zenair CH701 Partial Kit - Save thousands of dollars and get the professionally completed wings, tail section, slats, and flaperons. Contact Jerry Degen (416)578-8878