

- June 2019 -



The May meeting was our last one before the summer break and KWRAA Fly-ins. Wilf Holyoake (second from the left) was a guest at that meeting and offered up his strip for one of our summer fly-ins. With the loss of Palmerston and Metz Field to farming operations, it's great to have others stepping up to keep our KWRAA fly-ins going!

President's Message

With the mid-spring weather finally arriving as we head into summer, I am a little behind in my outdoor work around the house. I bet many of you are in the same position because of the cold, wet and windy weather we had in April and May. At least things are improving as we head into the fly-in season. In this issue there are a few pictures of the Largo Woods fly-in. Thanks to Matt Miller for sending me some of his photos from the fly-in. I included a couple of those in this issue too.

You will also find information on another change to the leading edge of my Highlander wings, a flap spring enhancement modification for the Highlander, and a few of pictures from a trip I made to Sudbury to fish with my eldest son Rob. The latter item includes an interesting flight through a small unseen weather cell!

Ted Welfred has been busy cleaning, prepping and painting the KWRAA tool cabinets and making some custom shelving for them. I have included a few photos in this issue, but you can

expect to see the full story in an upcoming issue of the Recreational Flyer magazine.

We all owe Ted a big 'Thank you' for the work he has done on behalf of the chapter to organize things in the tool crib. We are currently looking for some reasonably priced library software to handle the loaning, tracking and returning of tools to our inventory automatically. It may cost the chapter about \$5 per month for this, but we will bring the info forward to the members at the September meeting.

I want to remind everyone that their aviation related pictures and stories are always welcome for the Leading Edge newsletter. I'm trying my best to keep it interesting and informative, but I need your input to prevent it from just being my own personal journal. What are you working on? Where have you flown? Send me some photos and a brief description or a full article if you like.

2019 is going to be a great year for KWRAA.

- Dan

The Leading Edge

Largo Woods Fly-in

Weather played a decisive role in the rescheduling of the Largo Woods fly-in to Sunday June 16; a change that worked out well.

Thanks again to the Wood family for accommodating this change and opening their home, shop and airstrip for KWRAA members and friends. By all accounts the event was a success in spite of the lower number of planes than most years.

It was great to see so many of the spouses in attendance along with the entire Neufeld family.

In spite of it being Father's Day, and an event also going on at the Guelph Airpark, many of the members came out to the fly-in and visited with friends and acquaintances.



Lee's Searey and Mac's CH-750



Cam Wood's Maule



Scott and Sara's son Kyle checking out the Highlander



Scott's C150 and Dan's Highlander



Everyone gathered on Cam's porch or inside the sunroom to chat as Don barbequed the wonderful lunch we all enjoyed. - Matt Miller Photo -

The Leading Edge



Scott and his co-pilot Emily

- Matt Miller Photo -



Father's Day Event at Guelph Airpark

Leading Edge Mods – New Landing Lights

You may recall I had some very bright landing lights that I made from COB LED strips and mounted on some aluminum brackets attached to the leading edge of the wing on the Highlander. Once I had completed my drooped cuff thin leading edge mods, I was without landing lights so another 'project' was required.

I ordered some 1890 lumen 12 volt LED strips through DX.com and used some aluminum extrusions to mount them. I attached the strips to the wing at both ends, but left the middle free-floating to allow airflow around the vastly undersized heatsinks, hoping the airflow would make up for the smaller aluminum heatsink and higher output strips. I had little choice due to the very small profile of the new leading edge.

The original strips were 1050 lumens, which gave me 3150 lumens per side. The new ones have two mounted end to end providing an increase to 3780 lumens of bright white light.



Highlander Flap Spring Mod

There are very few things that I don't like about the Highlander design since I find it well designed, well built, easy to maintain and it meets my flight requirement profile quite well.

If there is a weak spot, it's the flap return springs, which are mounted semi-internally in the wing and flap. A strong wind gust from the back of a parked Highlander causes the flap to actually 'flap' up and down uncontrollably. I found a quick and easy fix and ordered some external springs to mount on the bell cranks. It seems to have solved the issue without any adverse tension on the flap handle inside.



This shows the original spring and the additional one.

The Leading Edge

Flight to Deer Lake (Sudbury District)

I couldn't pass up the opportunity to fly to the Sudbury area to do a little visiting and fishing with my eldest son Rob last weekend. The flights up and back were both smooth and quite enjoyable as I cruised over Wassaga Beach, southern Georgian Bay and the many lakes of Northern Muskoka, then continued over the French River and West Arm of Lake Nipissing on my way to Deer Lake.



Wassaga Beach and the Nottawassaga River

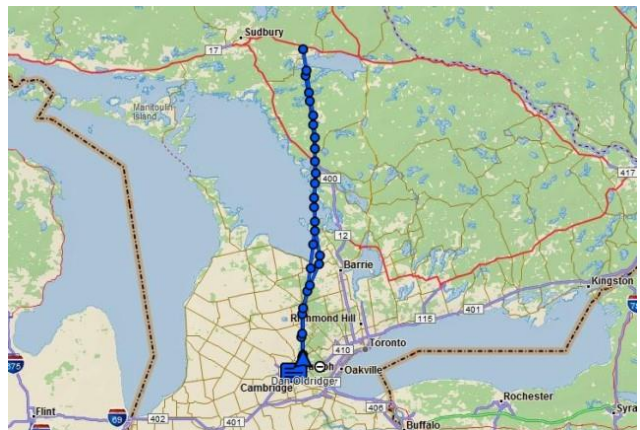


West end of Lake Nipissing and the French River

Upon arrival I parked the plane at the dock of some friends who used to own a camp there, but now have a small place of their own to enjoy on the lake. Rob and Chris came over on his boat from the camp to pick me up at Dave and Linda's dock.



After a great day of fishing and a couple of plane rides for my son and his friend, and a quick visit with Dave and Linda, I made my way back home. I managed to get this great shot of the sun's reflection off the waters of Georgian Bay just an hour or so before sunset.



With a seaplane, a flight to the Sudbury area becomes more of a straight line as longer stretches of open water become a non-issue.

The Leading Edge

On my return, about half way between Orangeville and Guelph, the otherwise smooth ride became very bumpy. The sky in the area looked a little gray, but no indication of any storm cells either on the ADS-B screen or visually and none in the weather forecast. It remained bumpy for about 10 minutes and smoothed out again just before Guelph.

When I got home, I looked up my return flight on flightaware.com only to find out I had indeed flown through, or at least very near, a small cell. I'm not sure why it didn't show up on my ADS-B screen, but maybe it was just too small to register on the US weather radar at the time. In any event it was an experience I wouldn't want to repeat, especially with a larger storm cell!



Photo of my flight from Edenvale (fuel stop) to Guelph. The curve in the flight path around Orangeville was to get around the busy flight corridors north of Toronto.

KWRRA Tool Crib

As you know, we bought a large number of tools from Gunter Malich's wife after his untimely passing. I had managed to find a couple of sturdy yet ugly metal cabinets to store a lot of the tools. The cabinets were originally from some automotive diagnostic equipment, so they were an unflattering shade of faded orangey-red. In spite of this, they were at least sturdy and I was able to add a couple of locks to them to keep the tools safe.



KWRRA Director Ted Welfred volunteered to make a few improvements to the cabinets and organization of the tools within.

Ted cleaned the cabinets, re-welded a few spots, inverted one of them, resurfaced and then repainted them in a shiny metallic gray.

I am sure you will agree they are much nicer looking on the outside, but the real magic is on the inside.



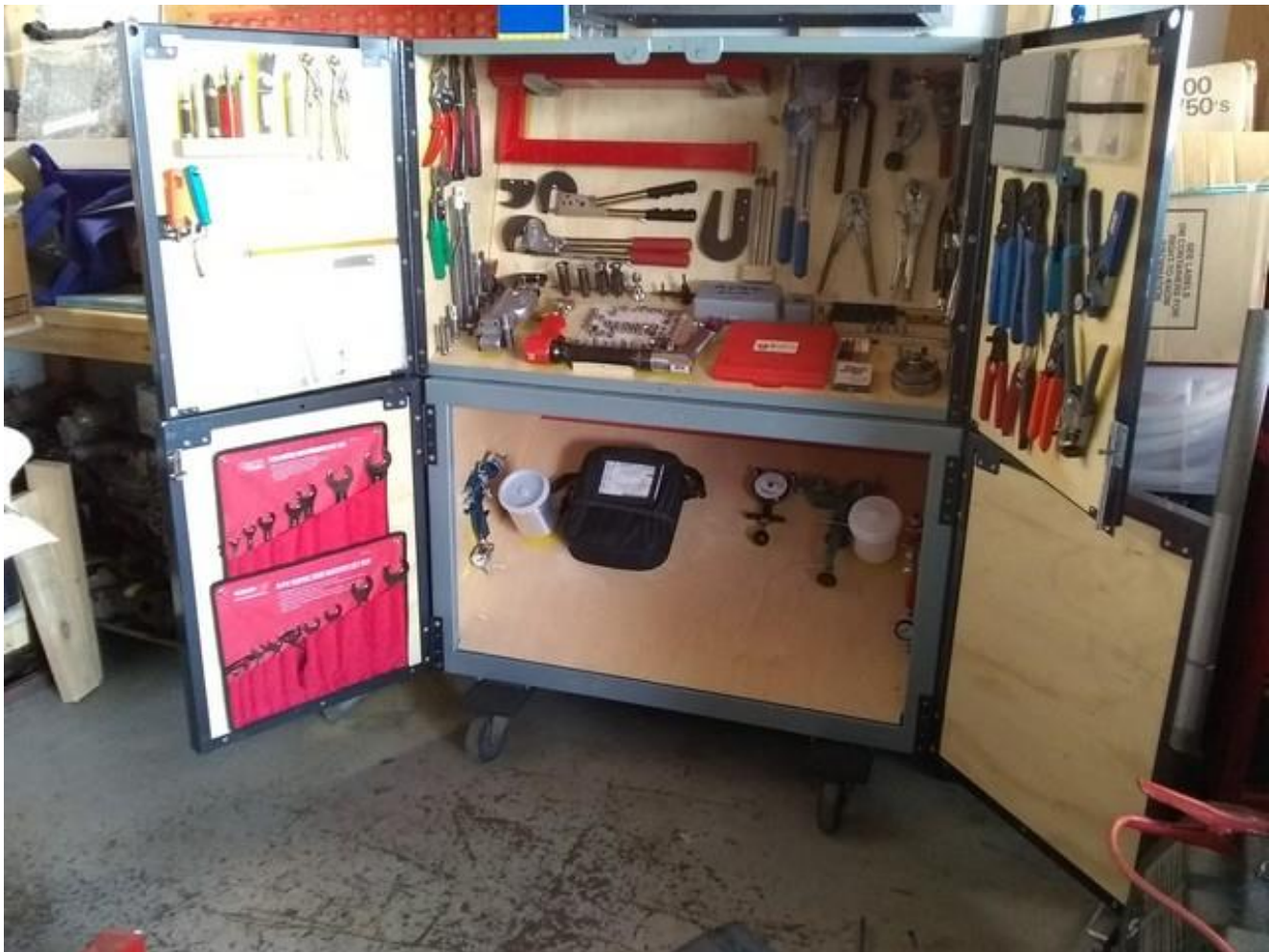
The Leading Edge

As if that wasn't enough of a chore for one guy, Ted set about to design some sloped shelving to organize things inside and prevent the haphazard return of borrowed tools. The sloped wood shelves prevent anyone from just placing a tool on a shelf... it must be put back in its proper place. Pegs hold some of the smaller tools in place on the doors and back plate.

There are a number of other tools not in these cabinets yet, and some organizing to still do. We are looking for a good 'library' type of program to be able to catalogue and track all of the chapter's loner tools. It's important to

ensure that the software operates with minimal ongoing maintenance and user input to ensure the long term success of the loaner tool program.

Once everything is in place, we will write up an article and send a few photos to Gary Wolf for inclusion in the Recreational Flyer to let other chapters know about our chapter tools. A number of other RAA chapters have a little nest egg that they may find is well spent on a similar tool crib for their own chapters.



There are still a few tools to put into the newly refurbished cabinets, but Ted has done an amazing job on the cabinets and organizing the tools. He has also researched a number of the tools to get more information on them including a few operating and maintenance instructions.

It's great to have individuals that go above and beyond to ensure the chapter thrives.

I think we all owe Ted a big "Thank You!" for all of his work on this project.

Thanks Ted... well done!!!

The Leading Edge

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

July 6	-	KWRAA Fly-In – Jergenson Field – Arthur	Info
July 13	-	Zenair Open House – Midland at CYEE - Huronia Airport	
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.

KWRAA Executive Contact Information:

President:	Dan Oldridge	(519) 651-0651	oldridge@golden.net
Vice President:	Lee Coulman	(519) 577-5314	lee.coulman@gmail.com
Secretary:	David Wood	(519) 500-8629	david@davidwoodengineering.com
Treasurer:	Mike Thorp	(519) 338-2768	mhthorp@hotmail.com
Director:	Scott Neufeld	(519) 859-7249	scottneufeld@hotmail.com
Director:	Clare Snyder	(519) 886-8032	clare@snyder.on.ca
Director:	Mac McCulloch	(519) 831-0967	macpat@live.ca
RAA Canada:	Gary Wolf	(519) 648-3030	garywolf@rogers.com

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

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