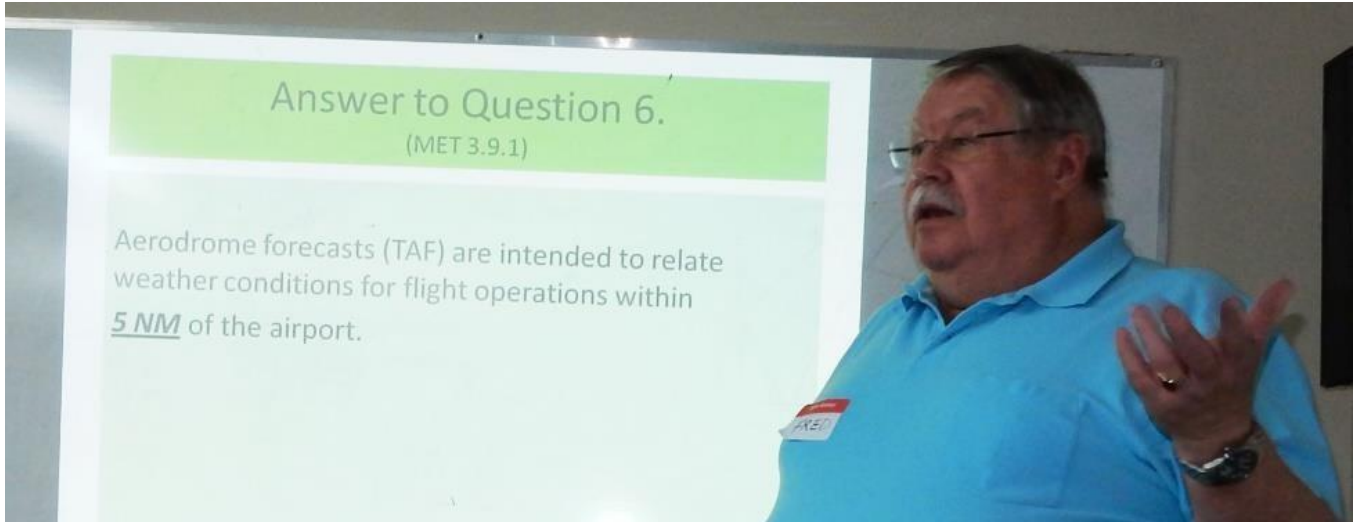


- March 2016 -



Fred Grootarz conducted our annual recurrent training at the February meeting. Many thanks go out to Fred for keeping our training and logbooks up to date.

President's Message

Spring is just a few days away now!

It seems like such a short time ago that my hangar buddy Gary Walsh said to me, "Just focus on getting your floats done and winter will be over before you know it." At the time, I had been considering putting the plane on skis and enjoying the cold and snowy Canadian winter. It seems now that putting the plane away was a wise choice since the snow hasn't really been much of a factor this winter.

Yes, there was a bit of accumulation the first week of March, but it won't be here long. Despite being in a bit of a lake-effect snowsquall area, the KW area rarely sees more than two feet of snow accumulate. Eastern Canada often sees twice that, but I want to share the fact that I am in an area of BC that sees an average of 25 ft. of snow annually and currently has about 9 ft. of accumulation on the ground right now.



Snowy view from our Ski Condo at Big White, BC. Cloud in the valley blocks the view of the mountains in this shot, but the volume of snow is quite evident.

I know what you are thinking... BC can keep it ... and I agree. I too am looking forward to a long warm summer with lots of great flying weather. Maybe we'll get a bit more snow this winter in KW or maybe not. Either way, spring is almost here and 2016 is going to be a great year for KWRAA!

- Dan

The Leading Edge



This well marked approach to the North end of Metz Field took two years to achieve and came at quite a cost.

Left Hanging ... Again!

(How the simple task of installing hydro line marker balls turned into a nightmare for one KWRAA member.)

Several years ago, we decided to look into getting marker balls installed on the hydro wires at the north end of our airstrip. We called Hydro One for details on how to accomplish this and eventually someone did come to see what was required. They never got back to us.

After waiting quite a while, we decided to obtain some orange marker balls from Aircraft Spruce and kept on calling Hydro One to see if they would install the balls.

Eventually, customer service at Hydro One got a surveyor out to see us again and he indicated that they could be installed when someone was in the area and that it should not be a problem. Again, they never got back to us.

After several more calls to customer service an envelope full of papers arrived in the mail including an invoice for almost a thousand dollars! Included was other paper work that seemed to show them burying the cables

between the poles at the end of the runway. It was all very confusing, since that option had never been discussed and work had never been done on the lines.

I contacted the number on the letter to ask them to explain the information. The lady I spoke to said she did not know anything, but would get the surveyor to call us and explain the invoice. Again, no call was ever received.

Almost a year went by with us calling & calling with no one getting back to us. Finally, we managed to get the area supervisor to call us about the matter and it was only then we appeared to make progress on this matter.

The confusion regarding the cable burying was cleared up but then it seemed that Hydro One wanted the entire wire between the poles at the end of the runway to be full of marker balls both orange and white.

FAA guidelines and other aviation references were of no interest to them. We were told Hydro One had stricter guide lines that we had to follow, including the need for both orange &

The Leading Edge

white balls. They wanted to charge us approx. \$300.00 for a white ball that we thought was overpriced, so we ordered it direct from Tana in the USA. It turns out that even though they are exactly the same material & construction, white balls are more expensive than the orange ones since they are not used as often... or so the story goes. In hindsight, maybe I should have just bought an orange one and painted it white.

Finally, we were ready with the required marker balls, but had to mail a cheque to Hydro One for \$700.00 before the work would be done. I was informed they would call when coming to do the installation work and sure enough somebody did call, but although they came to pick up the marker balls, they could not do it that day due to poor weather.

When I checked the location the next day, I found that they had installed red & white bands at the top of each pole supporting the span of wire to be marked with the balls. This was never mentioned in the survey papers and I fully anticipated this to end up being invoiced as another unexpected extra.

Several days later the balls suddenly appeared as if by magic and the job was finally complete. After two years of phone calls and about \$1200, we finally had the hydro lines marked at the end of the runway for that added margin of safety.



We hope at our next fly-in that everyone will appreciate and understand the amount of work and headaches it took dealing with a crown corporation to get them installed. We fully expect a plethora of comments and ball jokes, but in any event, it's great to finally have these hydro line markers up.



If Hydro One was not a crown corporation supported by the provincial government it would likely be out of business. Although we realize that installing marker balls on lines is not a core part of their business model, no one else is able to do it on their lines, so there should be a mechanism in place to streamline this process.

As for their customer service, it seems non-existent or worse yet, passive aggressive. No private company could possibly keep staff with such little knowledge of the business and also treat customers with such disrespect as this crown corporation gets away with. Dealing with them left us feeling like the marker balls we were trying to get installed... left hanging.

- Mac and Pat McCulloch

The Leading Edge

Do the Twist...

Have you ever wondered why a propeller is "twisted" along its length?

The outer parts of the propeller blades obviously turn about a central point travelling faster than the portions near the hub. If the blades had the same geometric pitch along their lengths, at higher speeds the portions near the hub would likely have negative angles of attack while the propeller tips would be stalled. Propellers are made with a variation or gradient in the geometric pitch of the blades,

which permits the propeller to operate with a relatively constant angle of attack along its length at cruise speed.

Basically, propeller blades are twisted to change the blade angle in proportion to the differences in speed of rotation along the length of the propeller. This keeps the thrust more equalized along this length in an attempt to maximize thrust throughout the entire propeller disk.



... and now you know!

News from Delta, BC...

During a two week trip to BC, Lee Coulman had an opportunity to visit with Shawn Connelly, a friend of Lee's son Dan, and also a director at Chapter 85 in Delta, BC. Below are Lee's comments and photos.

"Wow... what a deal they have in Delta BC. The airport belongs to the Vancouver Region, but RAA Chapter 85 manages it, has capability for aircraft maintenance and collecting hangar rents. For that service they get PAID.

The single grass runway is ok, but they also have a meeting house, cafe room and maintenance hangar.

The chapter has a club project in one end of the maintenance hangar and it is progressing well. The project has captured NEW MEMBERS including a TSB member (Carl). Remember that Mike Adam is a TSB member in Edmonton. Unfortunately, the chapter project had a setback this last week when they realized that a lap joint was the wrong way on the wing leading edge. Unfortunately, it was riveted!

It's still a good news story though since they might have gained as many as 20 members, which they attribute to having a club project!!!"

- Lee Coulman



The Leading Edge

What's up in March?

The March meeting has been a challenge to get a guest speaker for, with two of our planned speakers being unavailable. Good news though... Our own Gunter Malich has offered to present a load of great information on setting up a paint booth and doing your own paint job on your project.

Upcoming Events in 2016: (Highlighted lines are KWRAA Events*)

March 14	-	March Meeting at 7:30 in the Cadet building at CYKF
April 5-10	-	Sun-n-Fun in Lakeland Florida
April 11	-	April Meeting at 7:30 in the Cadet building at CYKF
May 9	-	May Meeting at 7:30 in the Cadet building at CYKF
June 11	-	KWRAA Fly-In at Cam Wood's in West Montrose
June 18-19	-	Great Lakes International Airshow in St. Thomas, ON
To Be Determined	-	KWRAA Fly-In at CPR3 in Teviotdale/Palmerston (Tentative)
June 24-25	-	COPA National Convention in Yarmouth, Nova Scotia
July 16	-	KWRAA Fly-In at Mike Shupe's Mount Forest, ON
July 25-31	-	Air Venture 2016 in Oshkosh Wisconsin
August 6	-	KWRAA Fly-In at CMZ2 – Metz/MacPat Field in Arthur
August 6	-	Gathering of the Classics in Edenvale, ON
August 19-21	-	UPAC Convention – Lubitz Field, Plattsville ON
August 20	-	Aviation Fun Day at Waterloo Regional Airport
August 31	-	Rotary Charity Airshow in Brantford, ON
Sept 3-5	-	Canadian International Air Show – CNE Grounds
September 12	-	September Meeting at 7:30 in the Cadet building at CYKF
September 17-18	-	Air Power Demonstration at London International Airshow
October 17	-	October Meeting at 7:30 in the Cadet building at CYKF
November 14	-	November Meeting at 7:30 in the Cadet building at CYKF
November 25 (TBA)	-	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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Reminder: If you haven't paid your 2016 KW-RAA Chapter dues, pay Mike at the March meeting!

Check out the KWRAA website regularly for the latest event details, chapter information and classified ads. www.KWRAA.net