

- October 2018 -



The weather hasn't been great for flying this October, but Lee and I managed to get out to Belwood Lake to enjoy a bit of fall flying. Not only did we get in a dozen or more water take-offs and landings, we got to enjoy the fall colours from the air. Our plans to head up to the Bush Plane Museum again this year fell through, but this was nice too.

## President's Message

What a difference in the conditions at the beginning of October compared with what we've been dealing with for the last couple of weeks. The above normal temperatures made for some nice days, but often a little windy for flying. Lately it's been well below normal and overcast dreary looking days, often with high winds too. It seems we are getting very few good-flying weather days this fall.

Lee and I managed to get out a couple of times, so I'm including as few photos of the Belwood Lake and Upper Grand River flight we did recently. The fall colours were spectacular in places, but nothing like the Manitoulin Island and Bruce Peninsula colours we saw last year. Most of that difference has to do with the timing of the flights in relationship to when peak colours occur. Our part of Ontario can be just as beautiful in the fall if the timing is right.

Near the end of September, we flew up to the Midland area to check out a few spots in southern Georgian Bay. In this issue I have

included a few photos and a short description of what we did and saw that day.

Also of note, I attended a barbeque south of Tillsonburg and met a couple of interesting fellows. I got a good photo of the three of us...



You may recognize the guy on the right for some of his out-of-this-world flying. ;) That's Chris' brother Dave Hadfield on the left.

2019 is going to be a great year for KWRAA.  
- Dan



## Belwood Lake – Fall 2018

I flew up to meet Lee to practice a few water operations before pulling the floats off for the winter. Our original plan of heading over to Conestoga Lake was thwarted by some fall rain cells that kept popping up on radar over the Huron shoreline and heading across Southern Ontario toward the K-W area.

Given that these were very small rain cells with no convective activity, we dodged a few of them and made our way over to Belwood Lake where they seemed to be avoiding. Once at Belwood, the sky cleared up significantly and flying conditions were much better.



Given that the GRCA lowers the water levels in the fall to make room for the winter snow melt in the spring, the shoreline of Belwood Lake revealed a significant amount of dry lake bottom along the shoreline. The mud and gravel flats along the shoreline looked much like the rocky shoreline of a Muskoka lake as we circled 1000 feet above the lake.



After a dozen or more take-offs and landings at Belwood, we decided to fly down the Grand River to Fergus, Elora and beyond to check out the fall colours along the river banks.



The fall colours on the side streets in Fergus lent some vivid colours to the shades of grey of the buildings and streets of the town's core.



Elora is a beautiful little town on the ground and not bad from the air either! The tree leaves hadn't progressed very far in their metamorphosis yet, but the few that had changed already were evidence as to what was to come in the next few weeks.

As we flew down the Grand River, we bore witness to the spectacular display that nature puts on every fall in Ontario. We have such a wide variety of trees in this area that patches of colour are created by stands of deciduous trees like maple, ash, elm and oak among the green patches of conifers like cedar, pine and spruce.

# The Leading Edge



There is still a little time to get out and enjoy the fall colours before they are totally gone,

only to be replaced by fresh greenery in the spring. In the meantime, it's Canada so we will have to endure another season in between where although not impossible, the flying becomes a little less enjoyable and scenery a whole lot whiter!

I almost got the 100 hours in so far this year that I aimed to do. My Highlander is off the floats now and I have already made a dozen or so landings on unprepared grass patches in an effort to refresh my tail dragger skills after another season of flying on amphibious floats. Hopefully, I will get a chance to get out a few more times before putting the plane away for the winter, but as always, nature (weather) will make half of the decision for me.

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## Last Beach Day – September 23, 2018

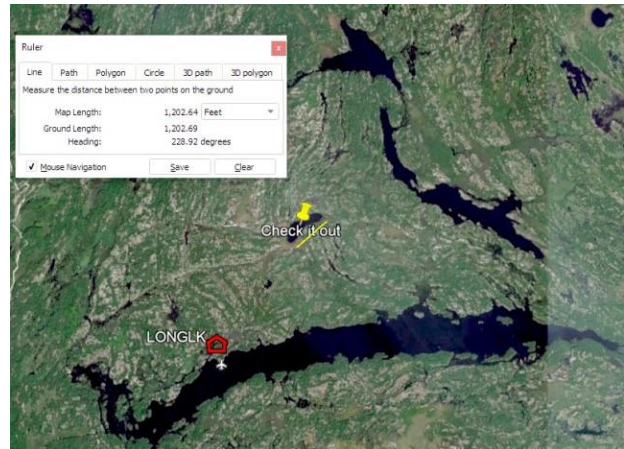
There it was...

A text message from Lee...

“Sure is lonely up here. A trip to Lake Eugenia or Williams Lake / Glendale?”

The response, which would no doubt have taken far too long via text, warranted a phone call. How else was I going to tell him that I was already quite a bit north of there and that he would have to at least come as far as Midland to find me.

As it happened, I had decided earlier that day to fly up for one last day of fishing in Muskoka this year. When I received the text from Lee, I was sitting on a small lake (actually not much bigger than a pond) just south of the Trent/Severn River. In the past I had fished all of the lakes around there and knew that the whole area is pretty decent for largemouth bass and the occasional walleye. This was an opportunity to try a little spot near the larger lakes that had been so productive in the past for me, but I knew that if the water was not deep enough there could be no fish in there due to winter kill when oxygen deprivation takes its toll on fish and their food sources. But I had to try it at least... right?



The map above shows the small lake, which is barely 1200 feet long and about 300 feet wide. This is where the Highlander and similar planes like the Kitfox really shine! Equipped with floats, 1200 feet is plenty of distance to get off the water as long as the approaches are fairly clear. Anyway, after a couple of passes to check out the water for obstacles, I landed and tested out the lake for fish. Although wildlife abounded... a beaver, 3 otters, numerous species of birds, etc., there appeared to be no bass. I may have to try again next year just to confirm their absence.

Anyway, it was about that time that I received the text message from Lee. I informed him where I was and told him I only had two more small lakes to check out before I met him.



## The Leading Edge

The fishing at the next two lakes was much better, but of course I'm a catch and release fanatic, so I have no proof of that claim... ;)

Shortly afterward, I suggested that we meet at Balm Beach for a late lunch. There are a few restaurants that stay open late into the season and one that I believe is open all year round. We were able to land on the lake and taxi up onto the beach to park. In the summer this would not be feasible because of all the swimmers, but in late September, it's not an issue.



After a good lunch, we briefly flew over to Midland so I could get a little fuel and some butter tarts. We then flew up the eastern shore of Nottawasaga Bay and around Christian Island to Hope Island where we landed and explored the beautiful shoreline.



Lee and I enjoyed a Canadian treat... a butter tart on a freshwater beach. We are so lucky in Canada to have so much fresh water to enjoy and the freedom to be able to fly our own

amateur-built aircraft there to appreciate nature no matter the reason or season.



On the way back, we flew over Nottawasaga Bay to Thornbury and the Collingwood ski hills.



We then flew up the Beaver Valley past "Old Baldy" to Eugenia Lake and then on toward home having enjoyed our last beach day of 2018.

## Bush Hawk Creek 2018

This year, Bush Hawk Creek barbeque was a little smaller event than last year but no less enjoyable! Unfortunately in 2017, a number of disrespectful uninvited attendees did some damage and created some problems for TJ and LJ Lilliman, who graciously put on this great event every year for the flying community.

There had been numerous rumors about the event being cancelled for 2018 due to a number of different factors, so when I met TJ and LJ at the entrance booth at the UPAC convention this year, I clarified the information, got a verbal invitation from both and planned my attendance again this year.



With a 3400 foot strip, it's not uncommon to have Harvards, Beech twins or even DC3's attend this event.



This year, some special guests arrived via light aircraft. Chris Hadfield and his father Roger

flew Roger's 170B in from Sarnia and Dave Hadfield flew his RV-6A in from Alliston.



Just like at our RAA fly-ins, all eyes are on the runway as each aircraft arrives and all the other pilots look to see who is arriving and what new or unusual aircraft are coming to be displayed on the flight line.



As always, it was an event worth attending. The Lillimans are great hosts and always put on a great barbeque, but as TJ would say, it's the guests and their aircraft make it so special!

Incidentally, I had flown in to the Lillimans a week before and found out I had the wrong weekend! The Lillimans were gracious and invited us in for tea (Steve Nantes was my co-pilot). We spent over 2 hours sharing stories and having them show us around. While we were there, a number of others flew over and decided not to land, but it was quite obvious we were not the only ones to mix up the date.

Anyway, the Bush Hawk Creek barbeque is definitely on my calendar again for 2019!!!



# The Leading Edge

## KWRAA Christmas Party

**Over half of the tickets are sold already!**

Call Mac ASAP to reserve tickets and you can pick them up at the November 12<sup>th</sup> meeting!

Date: November 30, 2018

Time: Doors open at 6:30, Dinner at 7:00

Place: Old Heidelberg Restaurant and Tavern

Ticket: \$30 per person

Contact: Mac McCulloch

**Don't miss out!!!**

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## November Meeting Reminder

We have an Aviation Insurance Broker coming to the next meeting to discuss risk and liability!

- How much coverage should you have?
- What type of coverage should you have?

**Find out at the November meeting!!!**

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## November Meeting Reminder

November is election month at KWRAA!!!  
Several positions are vacant and all are up for grabs if you feel so inclined!

Consider an executive position and help shape the chapter. The time commitment is minimal, but the rewards are existential and tangible.

**At very least... nominate someone else... ;)**

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

November 12	-	November Meeting at 7:30 in the Cadet building at CYKF
November 30	-	KWRAA Christmas Party

\* 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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## Executive Contact Information:

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## For Sale:

### Cessna 150 STOL

- Many upgrades and well cared for
- Turnkey aircraft (all AD's done and no work required)
- Very safe certified aircraft
- To see what a C150 STOL can do check this... <https://www.youtube.com/watch?v=Nz6niKJuXQ>

Asking \$30k

Contact Glen Mair for more details at [gmair@sympatico.ca](mailto:gmair@sympatico.ca)