

- October 2021 -



Aerial One's younger brother 'Aerial Two' is shown here ready to take its maiden flight at Ken Chute's airstrip beside Puslinch Lake. I tried to keep the original theme, but made a few small changes that make the new aircraft a little lighter and more responsive. With a lot more Lexan, it also has a very impressive view from the cabin in virtually every direction. I have begun flying off the 25 hours within 25 nautical miles, but it takes a little time to do in October when the weather becomes a little less foreseeable day to day and sometimes hour to hour. The first week of October was totally crap for VFR flying in the KW area with ceilings below 1000 ft. and even 200 to 300 at times. Luckily, the second week is shaping up to be better, so I got about 4 hours in on Thanksgiving Monday.

President's Message

After a long hiatus, mostly due to the pandemic and a lack of flying stories, I am resuming the monthly KWRAA newsletter! Thanks go out to our local members who stepped up and sent me articles and ideas to get things restarted.

In October of 2019, Lee and I both did short accident reports in this newsletter describing what happened and some lessons learned. I am happy to state that we are both flying again and our planes seem to have most of the 'bugs' worked out of them.

Lee has had his Searey flying for a while, but issues kept popping up from the dunking two years ago. He seems to have things working well now, so I joined him in 'JIB' for a flight up to Georgian Bay at the end of September. In this issue you will find a short story and a few of Lee's photos of the adventure.

There are also a couple of short stories about aircraft-related projects a couple of the

executive members are working on. This edition contains part one of both stories and part two will appear in a future issue. Mike Thorp is building a portable "T" hangar and David Wood has submitted information about the registration of Largo Woods airstrip. Mac has also submitted a story about an airstrip he wants to restore and is looking for ideas.

A number of months ago Lee sent me another that I have been holding onto until I started up the newsletter again, so expect to see it in a couple of weeks when I publish the November issue. I am looking for articles from members interested in seeing this newsletter continue on a monthly basis, especially over the winter months when few, if any of us, are flying.

With Covid-19 wreaking havoc on our lives for the last year and a half, I am expecting that 2022 is going to be a great year for KWRAA and its members!

- Dan

Portable 'T' Hangar

Here is an interesting idea from Mike Thorp.

This is Mike's design for a 3 season 'T' hangar that has an overall width of 32 ft. and a depth of 20 ft. The base of the 'T' where the tail of the plane will fit it is 10 ft. wide. This design would be adequate for most amateur-built aircraft or advanced ultralights. Cubs and Cessnas would require a bit more width, but it may be possible to modify this design with additional reinforcement to extend it a few extra feet of width and/or depth.

The 32 ft. truss is double wide made of spruce and the roof trusses are of pine for lighter weight. The front span is made of two 16 ft. trusses bolted and gusseted together to create a clear span.

The roof sections on either side of the 'T' are made of 10 ft. Warren-style trusses with the centre section made of three 20 ft. trusses. The doorway consists of a 32 ft. truss, which is arched 1-1/2 inches above horizontal. Warren trusses use equilateral triangles to spread out the loads and minimize the forces to only compression and tension. Similar structures are used in aircraft wings in the form of drag and anti-drag tubes to spread the load out along the spars.



When Mike tested the flex in the main truss by hanging his body (approx. 170 lb.) from centre point while it was on saw horses, it only dipped about one inch. Not too bad for a 32 ft. span.

The walls consist of seven panels constructed from 1x4 inch dimensional lumber. Each one is

light enough to easily be carried by one person. They are reinforced diagonally with 1x3 dimensional lumber and screwed together at the corners when assembled. For now, the walls will be left open to allow the wind to pass though minimizing potential for wind-related damage to the structure.



The top of the hangar will be covered by a light tarp initially and after some more calculations maybe light steel or fiberglass panels for better weather resistance. Depending upon the estimated snow load, it may be possible to leave the structure up all winter, but the main idea of making it portable lends itself to quick dismantling in the fall and storage of the hangar over the winter. Mike believes that's a good time to have the plane at home in the garage to do his annual maintenance anyway.

Mike figures that the cost will likely be in the \$500 range when it is completed and all of the materials are tallied. Mike admitted to me that the biggest cost was his time (likely 60 hours), as the Warren trusses take a bit of time to build correctly. Still, it's a very cost effective way to protect a small plane from sun and rain throughout the entire flying season.

Mike said that he has likely run out of time to fully assemble it this year, but he will be ready to set it up come next spring. Mike advised me that he will provide a detailed update at that time to let us know how the portable 'T' hangar is working out for him, and provide a little more detail on how it all gets set up single-handedly and fastened together.

How Largo Woods Field Got Registered

- By David Wood

We have been flying out of a grass strip on our property for over 15 years and held several RAA fly-ins here. We had not registered it, but with talk of the development of drone airways and our central location between KW, Guelph, Elora and Elmira, (I call it the centre of the universe ☺) we decided that we should get it done.

Transport Canada has prepared an Advisory Circular (AC) No. 301-002 that explains the process for registering aerodromes. I sent an e-mail to the Ontario Region to initiate the process and they replied right away with the Word document that needs to be completed.

The Word document contains the information for the CFS, such as the runway information, services and operator. I did not see this document on-line so it appears that it must be requested. The information required to complete it is all specified in the Advisory Circular, so it was easy to transfer from the spreadsheet I had already prepared.

1:10000 and 1:50000 scale topographic maps are required for the submission. Interactive GIS maps can be found on-line. After a bit of experimentation, I was able to set the scales as required and use the drawing features to show the location of the runway and windsock. Then I just saved and printed it as a .pdf and that job is done.

Photographs of the runway and parking areas are required. Fortunately, I had taken care of this in the fall, so I had a good set of photos available.

I bundled up all the information, along with a cover letter and sent it to the Ontario Region office on January 13.

On February 25, I was contacted by TC. They asked for documentation that our aerodrome was in operation prior to 2017. This is related to the change in the CARs which took effect in 2017, which requires consultation prior to building a new aerodrome. We provided some of the invoices from constructing our hangar, insurance documents and some photos of the initial flights of our CH750. Best of all was the

RAA newsletter from 2014 with a photo of our fly-in right at the top.



On May 11, I received a request for the GPS coordinates at each end of the runway. I replied right away and on the 20th, received notification that Transport Canada has passed the information to NAV CANADA for publication in the CFS and charts.

Once the registration has been made official, I will provide an update so the members will know what the official letters and numbers are for the aerodrome.

Editors Note:

With the loss of CPR3 and CMZ2 in the last couple of years, it's good to see our members protecting the aerodromes we have left by registering them. With the high price of farm land, the new public consultation process for aerodromes, and the threat of autonomous drone airways, it is unlikely we will see new aerodromes opening. We must support and protect the ones we already have. Thanks Roger Deming and Cam/David Wood for taking the time to go through the registration process to protect these valuable assets for our aviation community.

Resurrecting Peskett Field - CPK9

- Mac McCulloch

When Jerry Peskett passed away several years ago, his property was sold and the runway entered into a serious state of neglect. With some serious effort, I managed to get the grass cut down and the worst of the lumps and bumps ironed out. I was then able to drive up and down it at 70 to 80 KPH and figured it was ready for some action.



Not having a plane of my own at the moment, I got our local instructor Colin King of Lift-Off Aviation to take me for a few quick circuits in his Tecnam with the intention of doing a landing approach just to see what things looked like.

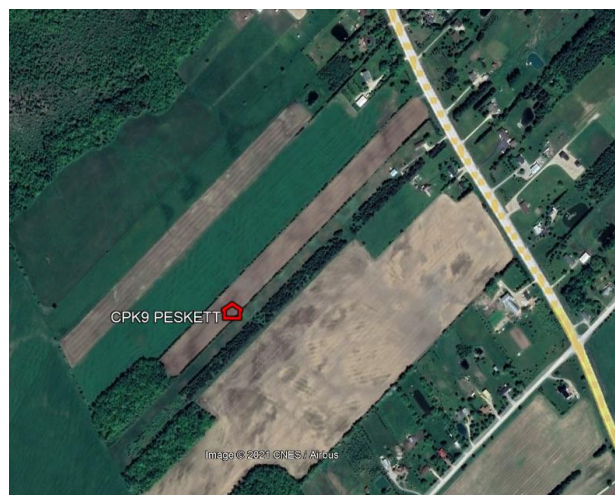


It was a case of 'O dear, what a screw-up'. The approach was extremely intimidating with the large hangar sticking out into the flight landing path when approaching over the road. The many trees lining both sides leave no room for error of any kind. Also, you could be easily fooled into thinking that the adjacent (yellow coloured) field to the north-west of it was the

actual airstrip. The entire set-up appears to have been poorly planned right from the very start and now that the trees have grown up, there is little room to land safely.

One possible easy solution could be the removal of the single row of trees on the North-west side of the runway, but really most of the trees on the south-east side should be removed to make it as safe as possible.

Maybe I need to find somebody with a lumber company that would come and remove them, just to get the wood 'free'. If anyone has any ideas about how to clear some of the trees or other ways to make this strip safer I would like to hear from you.



Editor's Note:

Peskett Field (CPK9) is 4.3 nautical miles south south-east of Arthur, Ontario and about 2.7 nm. north of Jergensen Field. Coordinates: N43°46.25' / W80°29.10'

There is one 2600 ft. runway oriented 05/23, which can be used full length landing on 05.

05 has a clear approach over a farm field, but 23 requires flying over the roadway, trees, hydro lines, house and hangar, creating a displaced threshold of several hundred feet. (With a 500' displaced threshold, it would still leave over 2000 ft. to land on 23.)

The runway is supposed to be about 75 to 80 ft. wide but is currently down to 60 ft. in some locations due to trees.

Fall Colour Flight 2021

On Monday, September 27, 2021 I joined Lee in his Searey for a fall colours tour around the south end of Georgian Bay. It was a gorgeous day and JIB was running as smooth as a top... or was it?



When I looked at the wind and weather information the night before, I realized that because of a small weak front moving through, we could make a day trip up to Orillia/Lake St. John, tour the multi-million dollar cottages of Muskoka, then head over to the southern portion of the Georgian Bay Archipelago south of Parry Sound, fly south over the water to Hope and Christian Islands, then back to Damascus, with a tailwind all the way! How cool is that!?!



The fall colours were starting over the higher elevations near Mansfield but only the most subtle change was visible as we neared Kempenfelt Bay near Barrie.

As we approached Orillia Airport, more of the scenery was adorned with the yellow and

orange hues we expected to see on this trip. Any red foliage would be a bonus this early in the autumn season.



Orillia has a great seaplane base known as Lake St. John and it can be seen above on the left side of the picture.



Just as Lee started to make the turn to final, I was able to snap this shot of the meandering creek leading into the bay at Lake St John.

Before we left Damascus, I had placed a call to Gary Walsh, who now lives in Orillia. Gary was happy to meet us at the 'Tailwinds Bar and Grill' at the airport for lunch and have a quick visit before we moved on. He asked us to say 'Hi' to all of the KW guys.



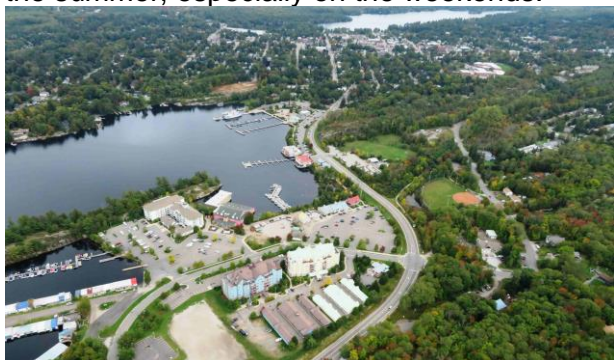
The Leading Edge

As we left the Orillia airport, we flew over a point on the northwest side of Lake Couchiching where my wife's cousin and her hubby live. I likely would have snapped a photo there anyway because of the amazing colours of the water in the bay. It's quite shallow and a number of rocky outcrops peak just above the surface. You can see paths cut through the zebra mussels by outboards on the left side.



As we approached Lake Muskoka, the Muskoka Steamships were visible at the docks there. If you look closely you can see them at the farthest dock. Gravenhurst was still pretty green at the end of September.

If you are flying up that way, note that Muskoka Airport is a Mandatory Frequency area where you have to announce your presence to Timmins Radio on 122.3 and monitor the frequency while you are within 5 miles of the airport. It can get quite busy in the area during the summer, especially on the weekends.



As we cruised up through Muskoka at about 500 ft. above the water, hundreds of beautiful cottages lined the shoreline, right up through to the north end of Lake Joseph.



There seemed to be a fair bit of construction going on, and this shot below shows a couple of the construction barges used to transport equipment and materials around to construction sites on the Muskoka lakes.

A close look reveals a Lake Buccaneer amphibian taxiing for takeoff just to the left of centre behind the island.



On our return, we flew over The Archipelago, the Moon River delta and the Go Home River delta, and then cut across the bay toward Hope Island and Christian Island. After a brief stop to stretch our legs, we planned on heading home via the Collingwood waterfront and up the Beaver Valley.

As luck would have it, our plans changed. The Searey began having an occasional hiccup... dropping a few hundred RPM once in a while. It concerned us enough that we diverted to Midland to check out the engine.

As luck would have it again, Bill Dykie, the Rotax technician was away... far away. After checking the fuel, and a number of other possible causes, we decided to try a circuit to determine if there was still an issue with the engine.



On a side note, Midland is a wonderful little airport with a paved runway and nice FBO. There is fuel available on the field, but only 100LL. During the Searey Gaggles a few years ago, we got quite comfortable using Midland Huronia Airport as a home base for the daily sorties we were flying. Midland is also one of the more active RAA/COPA groups in that part of Ontario holding fly-ins and barbeques throughout the season. It's also home base for Zenith Aircraft (Zenair) and Aircraft Floats Manufacturing.

Leaving Midland, the Searey climbed flawlessly, but as we levelled out on the downwind it sputtered again briefly. We flew around the patch a few minutes and all seemed well, so we cautiously departed Midland and prudently stayed over the water

where there were Searey landing strips everywhere along our path toward the south shore of Georgian Bay. By the time we reached the shoreline the issue seemed to have resolved itself and we continued overland toward Damascus at higher altitudes than we normally fly to add an extra layer of caution to our flight... just in case! We landed uneventfully and finished our Fall Colours tour with another interesting story to tell! In the meantime, Lee had the engine checked out by the Rotax technician a few days later.

I suggest you consider a flight up to the Muskoka area to check out the colours before they are all gone. The leaf fall is accelerating, so don't wait too long. Check out the Fall Colour Report before you head out to determine your best viewing options.

Southern Ontario is just starting to get some vibrant colours too, so if you can't get up north or out east, at least check out the countryside around here in the next few weeks.

Don't forget your camera!

- Dan

Fall Colour Report

Don't forget to check out the Fall Colour Report on the Ontario Provincial Parks website if you plan on flying anywhere outside your local area. The Fall Colour Report shows a graphic representation for each of the provincial parks in Ontario. Clicking on any of the icons provides a little more detail on leaf colour change and leaf fall. As of release of this issue, most areas north of KW are close to their peak colour change and areas to the south of us are just starting.

Check it out at
<https://www.ontarioparks.com/fallcolour>



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

October 18	-	October Meeting at 7:30 in the Cadet building at CYKF
November 8	-	November Meeting at 7:30 in the Cadet building at CYKF
November 26	-	KWRAA Christmas Party – Details to follow later (Tentative)
December 13	-	December Meeting at 7:30 in the Cadet building at CYKF (TBD)

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

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'Thank you so much' to those of you that stepped up and sent me pictures and articles to get the newsletter restarted and those that offered their encouragement and praise for the work put into it.

If anyone else has something you have been thinking about submitting, please do so. I'll even help you by writing the article from the information and photos you provide and run it past you before publishing it.

Thanks,

Dan

If you have any items for a classified section, I can reinstate that too. Send me your aviation-related listings.

Remember November is KWRAA election month. Consider taking on an executive role or offering to assist a current executive member if they continue in their position next year.

If you have some great photos of either the Damascus or Largo Woods fly-ins, please send them to me if you would like to see them published in the next issue of the Leading Edge Newsletter!

Thanks,

Dan