

- September 2018 -



The weather was great for the Tiger Boys Fly-in at Guelph Airpark on Sept 15 and 16, 2018. There was a good turnout of classic aircraft, amateur-built aircraft and even a few ultralights. Rather than just taxi over, I flew a circuit and then taxied over to the display area to display Aerial One and talk to the crowd as they enjoyed the day at CNC4.

President's Message

It has been an excellent summer for flying and it is slowly giving way to fall conditions, but I am okay with that! We had a good fly-in year for KWRAA with the exception of the windy wet day at Roger's place and I look forward to 2019 being even better! Apparently there are some hangars at Rogers strip now, which will likely house Lee's Searey and a couple of other planes from CPR3 since it is closing in October and the runways giving way to crops.

In this edition of the newsletter you will find some info and photos from Aviation Fun Day at Waterloo Region International Airport, which ended up being a washout in the afternoon, but a flying success anyway.

There are a few photos and information about Tom Shupe's fly-in at Mount Forest, the Tiger Boys open house in September at Guelph Airpark, and a short story about some work I had to do on the Highlander.

Our 2018 fall meetings began again in September after a great fly-in season, but our lack of Executive members caused us to call the meeting as not having a quorum in spite of having at least a dozen members present. We went ahead and had our presentation anyway, but could not conduct chapter business. This really highlights our need for members to step up and join the executive to ensure the survival of the chapter.

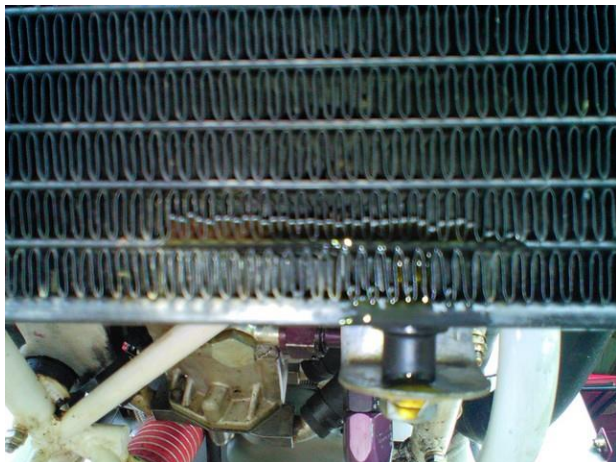
Elections are in November, so please consider the open positions or taking over any of the other positions within the executive. Open positions are shown on the last page of this newsletter. None of the positions require a big commitment of time or effort. If you can't step up to help, consider nominating someone you think would do a good job... they may accept the nomination.

The fall colour report is showing significant change, and it's great to view things from above... <http://www.ontarioparks.com/fallcolour>
- Dan

The Leading Edge

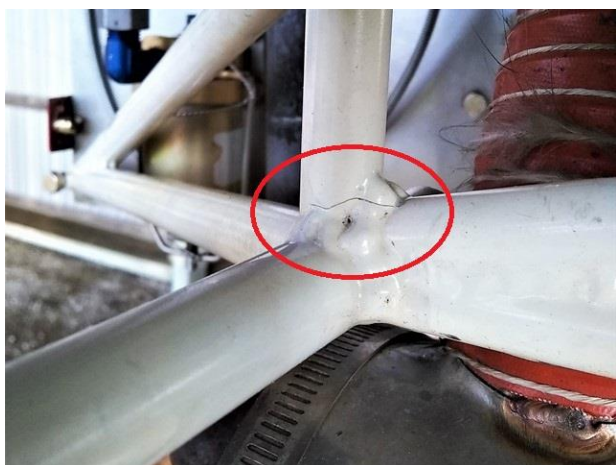
Better Safe than Sorry!

As many of you know, I found a small leak in the Rotax 912ULS radiator in mid-August.



I knew the plane would be out of commission for a few days or even a couple of weeks while I went through the process of filing a Customer Service Information Report (CSIR) for Rotec in BC (the Rotax distributor), ordering a new one, waiting for delivery and then swapping out the radiator for the new one.

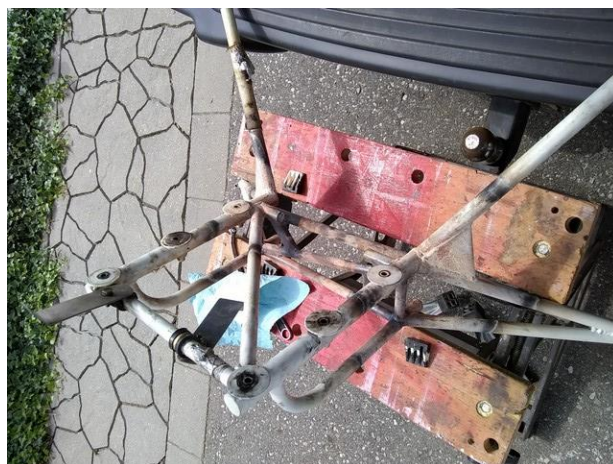
I bumped into Phil Belanger from Casair at the UPAC convention in August and he guided me through the warranty process. After a week or so, the new rad arrived, but it wasn't going to be a simple swap out as expected. During the disassembly, I noticed what appeared to be a crack in the engine mount!



I had to find a way to suspend the engine while I took off the engine mount in order to repair it. I built a gantry from 2"x4"x8' lumber and used medium duty ratchet straps instead of a hoist.



With the engine safely cradled in the straps, I removed the engine mount and had it checked for cracks. The powder coat had to be burned off to get a closer look. Surprisingly, there was no crack! Only the powder coat showed a cracked surface, so to be safe the rest of the major joints were checked also.



Now the challenge on Friday afternoon would be to clean, prime, paint, and reinstall the engine mount and the new radiator in time for the fly-in at Tom Shupe's the next morning! Morning fog persisted on Saturday morning, preventing me from leaving for the fly-in at the usual time, but it also gave me just enough time to reinstall things and test fly the airplane.



Persistence and determination paid off and I arrived at Tom's at noon... with a story to tell!

KWRRA 2018 Fly-in at Tom Shupe's Place

Morning fog in the Guelph and KW area persisted until after 11:00 hrs, which meant a later than normal departure for the fly-in for me. It was not a problem though due to the fact that I was still trying frantically to reassemble and test-fly my Highlander after a rad replacement and possible engine mount issue.



As it turned out, others were experiencing weather-related delays too, although the late morning fog seemed to be concentrated mostly in the K-W and Guelph area. Eventually, we had six planes fly in and Tom's Maule was on display as well.



Once again, Mac arranged for some medals. Scott and Emily flew in from Brantford, so they received the award for the farthest distance flown to get to the fly-in. Emily proudly wore the medal and there is little doubt that given her love of flying, she'll likely be doing the flying in a few years while Scott co-pilots!



Lee received the award for the first to arrive, but he really let the medal go to his head...



The Leading Edge

There were a lot of good looking KWRAA aircraft in attendance, but Mac awarded the prettiest plane medal to Robert Schaubert for his Van's RV-9A. We hope to see Bob at more of our fly-ins in 2019.



Tom's runway was well groomed, making it an effortless taxi and the large aircraft parking area (Tom's front lawn) provided a great spot to set up a viewing flight line of light aircraft.



Besides Tom's Maule, we had Mac's Zenair CH750, Cam's CH750 flown by Mark Brubacher, Emily's Cessna 150 flown by her dad Scott, Bob's Vans RV-9A, Lee's Progressive Aerodyne Searey and my Just Aircraft Highlander. As always there were also a number of builders and/or future pilots that drove in to take part in the fun.



Every time I see this photo of Emily in Scott's C150 it brings a smile to my face too as I am reminded of the joy that is flying! Whether we are two or ninety two, there are few things in life that can replicate the feeling of freedom and exhilaration we experience as the wheels of our chariots leave the confines of Terra Firma.



There are a couple more aircraft belonging to KWRAA members that are either completed or getting close to completed that we hope to see at the 2019 fly-ins. Let's get those planes done and flying! The only thing better than attending a KWRAA fly-in is flying your own amateur-built aircraft there!

We are so lucky to have such great support from our members, the *Fly-ins and Special Events Committee* and our supportive spouses. Thanks to everyone involved for your contribution toward the 2018 fly-ins.

Aviation Fun Day 2018

The weather at Waterloo Region International Airport was certainly interesting on August 25, 2018. The day started out not too bad with decent temperatures and some low overcast, but not so bad to prevent Lee from flying down from Palmerston for the event.

My Highlander was out of commission as I awaited a new radiator for the Rotax 912uls, which has water-cooled heads, but I wasn't going to let that stop me from attending the event. I drove over to CYKF and assisted Lee in showing off his Searey to those in attendance and helping occasionally to lift children down into the seats and out again after their parents took photos. I mused about how much I missed having my Highlander there, but luckily I know enough about Lee's Searey to answer queries about his aircraft. The next generation of pilots and builders has to come from somewhere and who knows if we may have piqued the interest of some child who now wants to learn how to fly or an adult that now understands that almost anyone can build their own airplane if they are willing and able to invest the time, money and effort.



It's always a fun event with so many great aviation displays and so many different aircraft to see on the flight line.

With a low pressure front forecast to move in later in the day, a number of aircraft did not make it to the event, so there were fewer aircraft on display than expected.

A few minutes after noon, a shelf cloud moved across the region and ushered in some unsettled weather. This is such an unusual and somewhat unsettling sight; I had to snap a few photos of it as it passed quickly overhead. About an hour later it was raining steadily and continued to rain for the next hour or so.



Eventually, the rain stopped and the weather broke enough for Lee to head out and make his way back to Palmerston, but not before showing his plane to a few diehards.

On a positive note, this was one of the most successful Aviation Fun Days yet in terms of numbers! In spite of the mass exodus when the rain began, a large number of people stuck around and enjoyed the event after the rain stopped. Many people are so interested in aviation they will tough it out to be able to see and enjoy all the day has to offer. Unfortunately, we have seen a diminishing number of participants from KWRAA over the last couple of years and that has reduced the positive public exposure to amateur-built aircraft that this event generates. Weather permitting; I hope we see more KWRAA pilots and aircraft in 2019!

If anyone has an idea how we can generate member interest in flying in to the event to display their aircraft or even driving in to assist, please let me know since I believe this is truly one of the best events for obtaining positive public exposure for our organization, amateur aircraft and recreational aviation.

Tiger Boys Open House

There is always an interesting gathering of aircraft at the Tiger Boys Open House at Guelph Airpark. If you have ever been to the Thursday evening barbeques there, you already know about the classic aircraft that abound at CNC4, but twice a year they hold two day open houses on the weekend that attract all sorts of other interesting aircraft from all over Southern Ontario.



On Sunday, September 16, there were some very interesting aircraft there such as a VP-1 Volksplane from the early 70's. I remember as a young fellow looking at the plans in Mechanics Illustrated and wishing I could afford the \$3000 in parts that it would take to build one. It was designed to fly up to 100mph on just 40hp. (It's the white low wing that Lee is walking toward in the next photo.)



There was also a 3/4 scale spitfire on display and two Cessna 195 aircraft that arrived and departed together. These were once known as station wagons of the sky. It was quite visceral as these radial aircraft fired up and departed!



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

October 15	-	October Meeting at 7:30 in the Cadet building at CYKF
November 12	-	November Meeting at 7:30 in the Cadet building at CYKF
November 30	-	KWRAA Christmas Party – Details to follow later in 2018

* 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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