

- September 2023 -



Turnout for the Largo Woods Fly-in in August was a very sparse with only one pilot flying in with their aircraft. Yours Truly! Regardless, I'm not so sure that I am ready for the leaves to turn colour like the ones on the right side of this photograph. Sure, the autumn colours look nice, but that means admitting that summer is almost over! I still have so much flying to do... 😊

President's Message

Where has the summer gone? Although we have had the luxury of four fly-ins already, the time seems to have gone by so fast this summer. I hope everyone makes it out to the final 2023 KWRAA fly-in at Roger Deming's place in Damascus, Ontario. As you know, this often ends up being the best attended KWRAA fly-in of the year. Attendance has been low this summer at the Largo Woods fly-ins, so let's try to finish the season with record attendance.

As the wild fires continue to burn in much of Canada, we have been spared a lot of the smoke lately. August weather was pretty good overall for flying, so I hope everyone got in a bit of flying adventure.

I have started the rebuild of Aerial One and included a couple of short articles about some of the things I have dealt with so far, including straightening out some bent chromoly tubing and stripping the fabric off of Aerial One.

I have included some photos and a short write-up about the second Largo Woods fly-in and the Juergensen Field fly-in. This only leaves one KWRAA fly-in at Damascus before the KWRAA events are done for the summer. There is also a short (but sweet) article about flying-in for butter tarts at Belwood Lake.

Lee and I are working on an ADS-B update, so you should see that in the October newsletter and likely will hear about some of the details at the **September 11** meeting. There are some interesting developments.

There has been another scheduling conflict, which I highlighted last month. Our meetings are returning to the second Monday of each month rather than Thursdays.

I have also updated the events schedule to include the Tiger Boys Fall Fly-in and The Bush Hawk Invitational Barbeque Fly-in.

- Dan

And So, It Begins... *Rise of the Phoenix?* (Aerial One Reconstruction Project)

When I built Aerial 2, it was always in the back of my mind that I would rebuild Aerial One, but one delay led to another pushing the project back a couple of years. Well, eventually it was time!

I assessed the two fuselages I had and decided that the original one was in the best condition for restoration. It required the least amount of straightening and chromoly tube replacement. About half a dozen cross tubes had minor bends and only two appeared to require cutting out and replacement. Welding is not my forte; especially TIG welding.

I found an old video (probably from the 1940's) that detailed the recommended way to straighten tubes and cut replacements where required. I found it not only informative, but easy to follow. Here's the YouTube link...
<https://www.youtube.com/watch?v=Sd3sw0OpvWM>

I didn't have any large 'C' clamps, but I did have some smaller ones and some large 'F' clamps designed for woodworking and found them to be adequate to make the bends when augmented with a rubber mallet.

I started by making some wooden clamping blocks hollowed out to match the size of the tubing being straightened. I used the smaller 'C' clamps to reinforce the hardwood blocks to keep them from splitting, then placed the clamping block over the bent section of tubing, ensuring the inside curve of the bent tubing was supported either side of the bent area.

I then used a clamp to squeeze the clamping block toward the unsupported area between the fulcrum points at each end. As the tube began to straighten, I would tap the clamp with the rubber mallet a couple of times, turn the clamp a little more, tap it again, turn it a little more, etc. I allowed a little extra for spring-back then removed the clamps and checked for straightness with a steel straight edge.

I was careful to only go as far as required to get the tube straightened and checked for roundness at each step as described in the video.

Here, you can see the block and just make out the slight bend (below the left end of the block) in the tube that supports the seat pan.



I used a 3"x3" piece of black walnut hardwood to clamp against, but any solid surface would do the trick.

Below you can see the 'F' clamp tightened down on the clamping block assembly.



Next month, I will detail the tubing repairs on the Aerial One reconstruction project.

- Dan

The Leading Edge

Belwood Lake Butter Tarts!

You may remember from last month that Lee and I visited Belwood Lake to try out the restaurant there and get a couple of butter tarts for dessert.

Last week, we dropped in on Belwood again, mostly to do a few splashes (Touch and Go's) with the amphibians. After a number of splashes, we decided to try to beach the aircraft near the bridge and walk in to the general store that sells the butter tarts. If any of our US friends are reading this, they may not understand this uniquely Canadian treat. Even more so than maple syrup, butter tarts are quite difficult to find south of the border.

Belwood Lake has a very silty bottom. Even the areas that look rocky are a bit of an illusion, with the rocks suspended by a thick layer of mucky gooey sediment that reeks of swamp gas when disturbed. Even so, the allure of butter tarts spurred us on. We beached the planes and soldiered on through the soft goo.



You may also remember this photo in the July issue of my Highlander sitting at the dock near the Lions Clubhouse and Park.



The water level in the lake was obviously way down. Lee's Searey is barely visible in the centre of the next photo taken from almost the same location two months later.



In spite of the walk, the butter tarts were great!



KWRRA Juergensen Field Fly-in

We had a small but decent turn out for the Juergensen CPG7 fly-in in August. Given that so many members fly out of this strip, there were more pilots than there were planes flying in. Some were left in their hangars during the event.



Ivan's unique hybrid aircraft has an unusual mix of parts from different aircraft and a profile that his wife calls the drumstick plane. Its unique construction has a chromoly frame like a rag and tube, but also has an aluminum skin like a typical Cessna. It has some features like a Bird Dog, but others that are very unique. I'm partial to the gull wing doors like my Highlander has.



Scott and his daughter Emily flew in in his C150 and Lee of course came to the fly-in in his Searey.



Merle flew in with his Cessna 206. It looks so long and sleek and has enough room for his whole family! The C206 is a very capable larger light plane that easily handles short grass strips.



Hermann flew in from Stratford in his RV-7A



Gord flew in with his Evektor Sportstar.

The Leading Edge



Of course, I flew in with Aerial 2.



Mike Shave pulled out his Turbulent D31 to show us his progress on the project. He has done a number of taxi tests to determine if the engine is developing full power. Once Mike is confident that the engine is good, he will be conducting a flight test. The open cockpit and WW1 style flight cap certainly make a statement. This is definitely grass-roots flying!



Both of the large hangars at Juergensen Field are full of aircraft, which we got a chance to look at during the fly-in.

As an added bonus, Hans and a friend both went up to practice their aerobatic skills while we were there, so we got a free airshow! They are competing in the Canadian Nationals.

There's More Than One Way to Skin a Cat...

But... I suppose there's only one way to skin a plane. Removing fabric from a rag and tube aircraft requires the use of some kind of knife to effectively and cleanly complete the task.

Even though I decided to use the original fuselage to rebuild Aerial One, I had to remove the fabric from the newer fuselage in order to remove all of the internal components that would go into the reconstruction project.

I found that an Exacto knife worked well since I could hold it close to the chromoly members and use my fingers to allow it to glide through the fabric and paint as I slid it carefully along each longeron and stringer.

It's emotionally painful to do as you recall all of the time and effort put into the initial construction... but like Nike says, "Just do it!"



Largo Woods Fly-in # 2

I don't know if it was the number of people on vacation, the poor weather in the morning, complacency due to it being too close in time to other KWRAA fly-ins, or some other reason or combination of reasons, but the turn-out was very small.

I was the only one who flew in, in spite of the weather clearing around 11 am or shortly after.

I flew in through relatively low ceilings, but clear of cloud and above 500 AGL all the way, only to see it clear shortly after. I had taken off from Guelph and then returned to wait a while before making the short trip over to Largo Woods. Had it been unknown terrain, I likely would have delayed a little longer too.



With the exception of Don, who is extremely dedicated to the organization and ensures that he makes it out to all of the KWRAA events, it looked more like an executive meeting than a fly-in.



That said, I know there are many members who wish they could have been there, but had other commitments.

As always, Mike barbequed up some thick and juicy burgers and the members brought some treats to round out the meal.



Thanks again to Mac for arranging the KWRAA fly-ins and Mike, Hetty, and Pat for all of the work behind the scenes to make them a success, regardless of the number showing up.

One of the points of discussion at the September meeting will have to be the number of fly-ins and their spacing throughout the summer. Did we hold too many fly-ins or was the timing bad with conflicting events, or were they just too close together? Were they not promoted enough, even though I generally send out several reminders and post them on the website and in the newsletter?

Several of our members and spouses put in a lot of effort to make these fly-ins happen and we want to make sure you are all getting some value out of them.

Please remember these events are fly-in or drive-in, so even if the weather is bad or your plane is out of service, you are still welcome to attend. Your friends at KWRAA are hoping to see you there to catch up on what's happening in your life and hear about your flying adventures or what you are doing on your airplane. This is our only KWRAA social interaction during the summer when we suspend regular meetings.

I hope to see everyone at the Damascus fly-in!

The Leading Edge

Altitude is Your Friend... Well, Sort of...

Like anything in life, it's a compromise. If you are flying a fast plane that has a high stall speed, or requires a long flat runway surface to operate safely from, the old axiom is very true. The higher you are when trouble arises, the more options you have to find a suitable landing place or resolve any in-flight issues you may have.

If you love flying through beautiful countryside scenery, like I do, the obvious trade-off is turning an adventurous scenic flight into a boring flat-earth trip from A to B. Luckily, my Highlander with amphibious floats loves to fly low and slow and exploring lakes, rivers and fields is second nature to me now.

I recently did a trip up to my son's place near Sudbury and I decided on the way up there to try a high altitude climb and descent during the more remote section just south of the French River. I was not concerned with the ability to glide further in the event of an inflight emergency, but rather to satisfy my curiosity about flying above 10,000 feet, which I hadn't done for a number of years.



The screen shot above shows my GPS altitude at 10,580 ft. I actually climbed a little further before slowly descending back to a comfortable (for me) altitude of 1000 to 1500' AGL. During my high-altitude excursion, I took a few photos. The following photos illustrate my story a bit better.

At 10,000 feet, the rugged Canadian Shield flattens out to an almost featureless landscape more reminiscent of a picture in a book rather

than an interesting landscape of rivers, lakes, forests and rolling hills.



The extra altitude can provide for a smoother flight and certainly would provide more time to resolve in-flight emergencies, but picking out a landing site other than a registered airport would be extremely challenging until you had descended much lower when you can not only determine if you can find an open area, but also discern any terrain features and obstacles. 1500' AGL gives a nice view and reasonable time to evaluate a forced approach site... at least in my low and slow aircraft.



It's all about compromise and evaluating the risks involved. Personally, I fly for the adventure and to appreciate the view that most people cannot. I don't fly to get from A to B quickly, but I understand some pilots see that as the very point of why they fly. To each their own, I suppose.

Fly Safely!

- Dan

Upcoming Events in 2023:

- Highlighted lines are KWRAA Events*
- Bolded Lines are KWRAA Fly-ins*
- Fly-in Data Sheets are available on the KWRAA website at www.kwraa.net

September 2	-	KWRAA Fly-in at Deming Field – CDF6 (Damascus)
<i>September 2-4</i>	-	<i>Canadian International Airshow at the CNE</i>
September 7	-	Guelph Airpark BBQ (evening event) CNC4
September 9	-	Parry Sound Fly-in CNK4
<i>September 8-10</i>	-	<i>London International Airshow (Voted best in North America)</i>
September 11	-	September Meeting at 7:30 in the Cadet building at CYKF
September 16-17	-	Tiger Boys Open House CNC4
September 30	-	Bush Hawk Creek Invitational Fly-in Barbeque
October 7	-	Pigs and Pies Fall Fly-in – Westport CRL2 (Camping too)
October 9	-	October Meeting at 7:30 in the Cadet building at CYKF
November 13	-	November Meeting at 7:30 in the Cadet building at CYKF
November 24	-	KWRAA Christmas Party – Details to follow later in 2023

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

If you know of other aviation events in Southern Ontario advise me and I will append the list.

KWRAA Executive Contact Information:

Due to an increase in spam emails, please reach out to me directly for the latest contact information for the KWRAA Executive members. Thank you, Dan Oldridge (519) 651-0651.