



SKYWRITER

Calgary Recreational Flying Club COPA Flight 114



Our Mission

Promoting the safe enjoyment of aviation for pilots, aircraft builders and enthusiasts.

Our Vision

Welcoming owners and pilots of all types of aircraft including ultra-light, amateur-built, certified and other types of aircraft.

Connecting members through regular meetings, monthly newsletters, our website, social media, BBQ's and fly-outs.

Exchanging knowledge and information about flying and flight safety, and aircraft construction and maintenance via meeting presentations, newsletters and other events.

Sharing and enjoying real-world flying adventures.

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Featured on the Cover:

Future Pilot Jacob Efford with Glenn Bishell's Bush Caddy. Glenn shares some pictures and a few words further below.

PRESIDENT'S MESSAGE

June 2025

BRIAN VASSUER



May was disappointing.

May was a disappointing month for flying. I had hoped by now I would have been able to get out every day but the weather did not cooperate with me. So what I lacked in quantity I made up in quality.

My brother in law was visiting from Hawaii where he runs a flying school and also has a very nice C172 in California. One of our trips was from Chestermere to Springbank for breakfast and then from Springbank through the mountains down Highway 40. It was a perfect day with light winds and the view as we flew between the peaks was amazing.

A friend of mine, Gord McDermit in Olds/Didsbury, has several planes he rents out including a Mooney and a Seneca II. I've been trading him workshop time for time in his planes and I've been able to get a lot of flights in with the Mooney. I have to say that I do enjoy going fast and the Mooney does that very well. I'm looking forward to taking that cross country.

This is an older M20C, so the landing gear and flaps are just big handles. It took me a couple of flights to learn the correct technique to get the gear up and down gracefully. The Mooney is a very slippery plane and I quickly found out that if you don't get the gear out before you start your descent it is next to impossible to get the plane to slow down to land.



I have another friend in Winnipeg who has a Piper Cub on floats. I planned a day there so that we could get out on the water and do some float flying. The Cub only has 85 horses so it took a bit of work to get us off of the water but once we were in the air the flying was great.

We flew with the doors open and that just added to the experience. We did several more landings at different lakes and by the end my skills had improved quite a bit. I regret that Alberta does not offer much for float flying.



I've been flying to a lot of places job hunting and taking advantage of the sights and flying opportunities. Kelowna now has a very new air museum just down from the main terminal across of KF Aerospace. It is very well done, and it has a

fantastic collection of aircraft inside. They keep their planes in airworthy condition so we may see some of them actually fly one day.

In Winnipeg there is also a relatively new museum right next to the main terminal and it has a very extensive collection of Canadian historic aircraft. One that many of you will recognize is the Fokker Universal restored by Clarke Seaborn and his friends, and flown from Indus for several years.



The Martin Mars is in its final location at the Victoria air museum. This is a bit too far to walk from the main terminal but worth seeing. The Mars is not yet open for viewing but I plan to go back in the fall when I can do a tour inside.

The Philippine Mars is in Arizona and has been completely disassembled for the final drive to Tuscon. There are serveral pages on the internet from Coulson Aviation and the Pima Air and Space museum documenting this move.

I'm looking forward to hearing all of your flying stories at the next meeting.

Brian Vasseur



Skywriter Update

Newsletter Editor

GREG LABINE



Happy June!

Okay so we are officially in full swing of the summer Fly-in season. In particular, the Bishell Father's Day Fly-in Breakfast event is fast approaching. I look forward to this one, it's always a great time. Please be sure to look up any special G7 restrictions that may apply to YYC and the surrounding area but keep in

mind that Carstairs is out of the affected area, according to what Glenn had said. I believe Brian Vasseur will be providing a little more detail and info on this subject at our next meeting this Wednesday, for those who come to the meeting.

Speaking about Glenn Bishell, he has the cover picture this month and has sent in a wonderful, heartwarming story with some great pictures. I'm so proud of our community and those in it who are great examples and role models. See it below.

Next up we feature the second installment, from Club President Brian Vasseur, on the subject of servicing Brakes and Bearings. Part One of this technical article appeared in last month's Skywriter. Brian thoroughly covers many aspects of this regular maintenance task, and includes good reference links for both parts suppliers and YouTube instructional videos. A very useful article!

We also have lined up for you, a very interesting retrospective from Stu Simpson, on his "Top Ten" list from his flying career. And yes, the Editor is always in need of content. I would gladly take anything you the members could send into Skywriter.

DONT FORGET ABOUT THE 29th ANNUAL BISHELL FATHER'S DAY FLY-IN!

It's scheduled for **June 14**. (See poster below)

Hope to see everyone there, so spread the word.

**The next Club meeting is the last one before summer break,
Wednesday, June 11 at 19:00.**

See you there!

GREG.

Inspiring the next generation

Club member, Glenn Bishell, sent in these pictures and a few words, so I could share them with everybody. It's very heartwarming to see a positive role model, like Glenn, inspiring a young mind to dream and aspire to become a pilot one day. It ain't easy being a kid these days, in a confusing world. Giving a young person a positive goal puts them on the right path early. Way to be a great influence and example Glenn. That is so special and reflects positively on all of us in the aviation community.



Glenn said "This is my 3 year old friend Jacob Efford. We met this young guy's grandparents in Arizona and discovered that their daughter lived in Calgary. We made contact with her and invited her and her son to our fly-in breakfast. He attended the fly-in with his mother. He was so enthused with airplanes and paid special attention to the 164. Upon returning home he insisted that he should fly in "that" airplane and that his mother should bring him back so he could ride in it.



He sat up and observed every move. He was so proud. After the flight he jumped in the pilot seat and took over the controls, explaining what each thing did. He couldn't keep his hands off and wanted to fly. Little Jacob Efford was on his way to becoming a top notch pilot.

Today Jacob is now 15, and is moving back to Calgary this summer and wants to come for a visit so he might get to ride in the Bish Caddy again, since restoration is going well."



BRAKES AND BEARINGS– Part 2

By Brian Vasseur



In my last article I described the process for removing your aircraft's wheels and re-greasing the bearings. In this instalment I'll go through the process of checking and replacing the brake pads.

If you're working on a certified aircraft refer to the correct pages from the maintenance manual before you get started. There's a very useful link on the Rapco brake parts web page. This will tell you what parts to order to match your wheels and brakes so you have everything you need for the job:

https://www.rapcoinc.com/brake_linings.asp

Rapco parts can be substituted for other manufacturers' brake parts and they'll likely be a bit cheaper. The part numbers are similar and there is a cross reference table on the Rapco website that shows the brake and rivet part numbers for your brake and wheel assemblies. Kadex and Aircraft Spruce will most likely carry what you need.

I have Cleveland wheels on my plane and, as with many disc brake assemblies, in order to take the wheel off it's necessary to separate the pads from the brake calipers. With all that dismantled it's a perfect time to check the brake pads, and if required, to replace them.

Start first by checking the brake discs for any scoring or other obvious damage. If you want to see a quick overview of the disassembly and inspection process, the following link shows most of it:

<https://youtu.be/xje1QiuOucg?si=IBAUhmvKcZm93xvu>

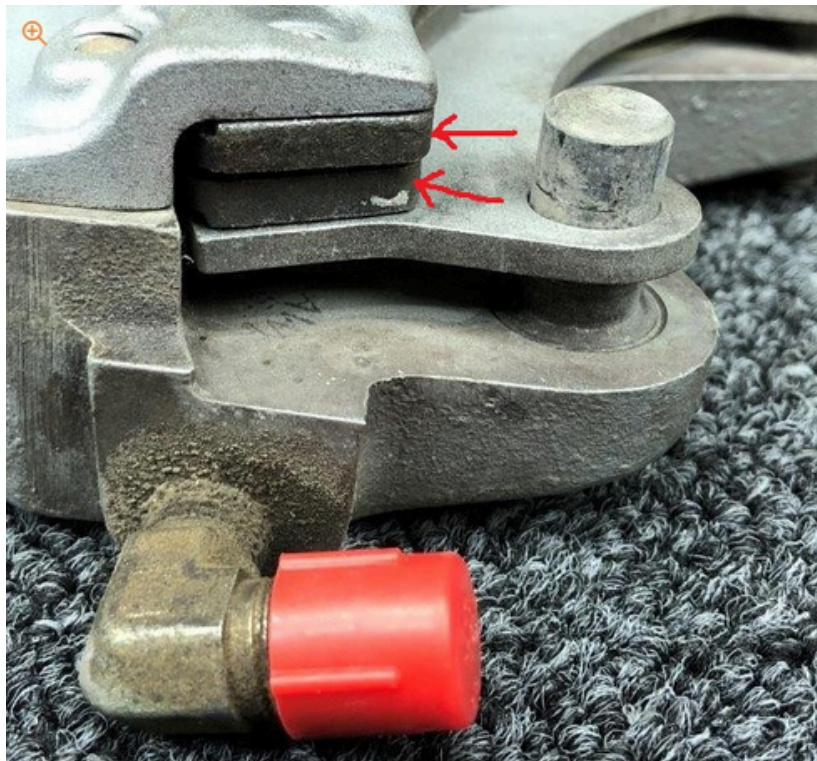


How To: Replace Cessna Brake Pads | Most small a/c brakes

The one comment I have is to use very little anti-seize compound. It'll be bad if any ever gets on the brake pads.

In the automotive world disc brake pads come already bonded to the metal backing plate ready to install. In our world, the pads are riveted to the backing plate, and can thus be removed and replaced. You simply drill or push out the old rivets, and rivet on the new pads with a brake rivet tool. The riveting tool costs about \$90 at Aircraft Spruce. Every AME likely has one or two in their tool box and you might be able to save yourself a bit of money if you can borrow one.

The wear indicators on Cleveland pads are notches cut into the pads that are visible with the brake assembled on the plane. If you don't see the notch, the pads need replacing.





◀ The pictures here show the pads, a typical brake assembly with the pads at the red arrows, and the disassembled caliper. The red lines indicate the rivets that will be driven out and replaced with the new pads. Let's look at swapping pads.

First, use the smaller head in the rivet tool that will push the back side of the rivet out of the hole. The pads will come off easily. Before you put the new pads on, use brake cleaner and shop cloths to clean everything thoroughly. **Keep any brake cleaner well away from the brake caliper piston to avoid contaminating the O-ring seal.** Change the head in the rivet tool and press the new rivets into place with the new pads.

The piston in the caliper has advanced outward in its hole as the brakes have worn down over time. Thus, it needs to be pressed back into the hole so the new pads will be separated enough for the rotor disc to fit between them. Compress the piston back into the caliper with a C clamp. Use a piece of shim or cardboard to protect the face of the piston.

When squeezing the piston back into the caliper, I like to use a wrench to loosen the bleed screw slightly. As the piston compresses, the extra brake fluid will seep from the bleed screw. While you can compress the piston and just let the oil go back into the brakes, you risk pushing dirty fluid into the brake system or overflowing the reservoir. Be careful not to get air into the brake lines so you won't have to bleed the brakes afterwards.

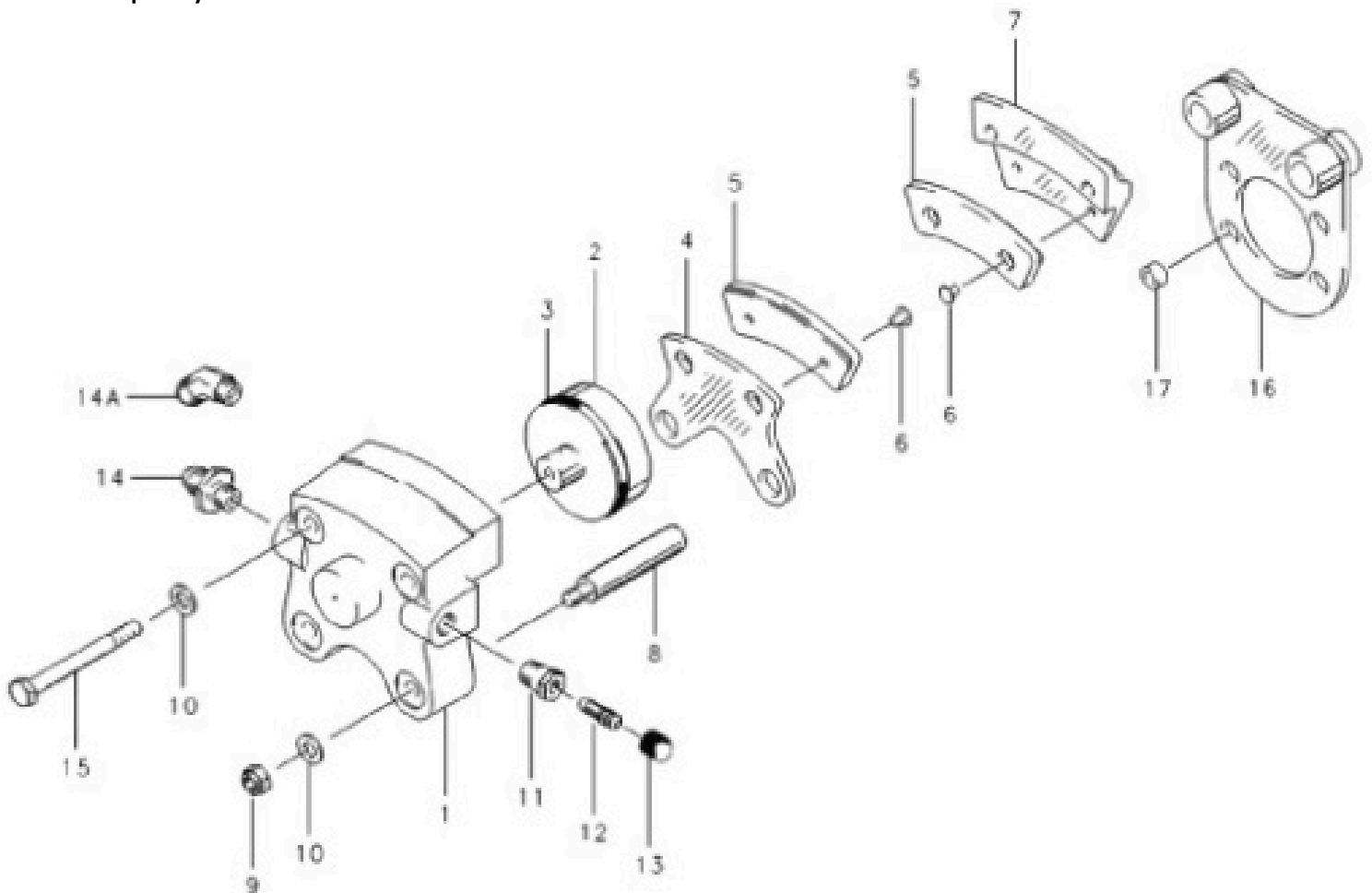
Now you're ready to put the wheels back on the axles and reassemble the brakes. This is the point where you want to sparingly apply anti-seize to the caliper slide pins. Some brake calipers use bolts with drilled heads which will need to be safety wired. If you don't have drilled heads then you need to correctly torque the bolts.

If you can't find the correct torque value then use 75 inch pounds. Spin the wheel to make sure nothing is hung up and that the calipers move freely. Secure the wheel with its nut and a new cotter pin, and you're done.

This short guide assumes that you didn't find any problems with your brakes. If you have a worn hose, leaky O-rings at the pistons, or any contamination of the parts, then more work is required. You may need to do more than just replace the pads, bleed the brake lines, or deal with scored discs.

You can't ignore these problems and if you aren't familiar with these repairs then now is a good time to seek experienced and/or professional advice or help. This is especially true with a certified plane.

Properly operating wheels and brakes are crucial parts of our planes. Ensuring that they're working correctly is straightforward and pretty easy to do. I encourage you to take the time to inspect and maintain them regularly, and seek help if you need to.



Exploded View

TOP TEN

By Stu Simpson



It came up recently that I've been flying a pretty long time. Since 1986, in fact, or 39 years at this writing. That's a long time, and I know there are guys who've been flying even longer than that, which I really admire.

I started musing about what the highlights have been in my flying career, and since our editor needs content, I figured I'd write down the **Top Ten**.



Now, it'd be easy to simply do a list of firsts, but that misses the point. Not everything that is a highlight is a first. Thus, not every one of those made it onto my list. My highlights involve things that were epic adventures, major personal accomplishments,

or simply super-memorable events. How lucky am I, though, to have to cull so many of them just to whittle down to ten?

By the way, these aren't in any particular order. I'm not really sure there could be a criteria for ranking them that way.

I'm gonna skip the first solo. That's too cliched, and we've all been there.

However, one event that really shaped my life happened very early in my flying career. It was when I took my now wife flying in a two-seat Spectrum Beaver and proposed to her. It was so noisy, and we had such a crappy intercom, that she asked me to repeat myself and my poetically crafted marriage proposal. I won't tell you what I said, but I can tell you it was brilliantly romantic, both times. It obviously worked, too, because we've been married for 35 years now.

Easily the standout highlight of my flying career was my flight to San Francisco and back in 2012 with Geoff Pritchard. I flew my Merlin with a Continental O-200, and Geoff was in his Champ with a hand-cranked C-85. It was everything, and guys, I do mean everything, that a good adventure should be.

We had little airplanes against long distances and rugged landscapes over country where neither of us had ever been before. We had weather blockades, mechanical troubles, close calls, unbelievable scenery, and incredible people that we encountered. It's an epic story that's forever tattooed on me and is something I'll never, ever forget.

Nor will I ever forget flying a Boeing 737 from the left seat. Well, actually it was a 737 simulator. It was a little more than an hour in one of Westjet's that Wade Miller arranged for me. The sim is so realistic that guys can actually log time in it. I did three landings and takeoffs and got to fly it around Calgary for bit.

We buzzed Kirkby Field at nearly 300 knots, too. A simply amazing experience for me.

Miller and I also flew our planes to Seattle together in 2009. I'd never flown into the US, but had always dreamed of doing so. It was just after the Americans started allowing Canadian ultralights to fly there so long as the pilot had a UL instructor rating or a higher license. We visited the Seattle Air & Space Museum and a bunch of other aviation attractions, and I saw my first major league baseball game. It was another unforgettable adventure and I got to fly my ultralight Merlin to another country.

I built and flew my own airplane, and I'm quite proud of that. It was a TEAM Himax that I put together after buying a set of plans, a pile of sticks and a case of glue. I built it in my basement and garage, then flew it all over Alberta and even into the mountains of BC, all on a Rotax 503 two-stroke. I highly recommend building a plane, but I wouldn't anymore recommend flying a two-stroke in the mountains. I really question now why I did that.

The Air Adventure Tours that the club did back in the late 90s and early 2000's were simply awesome experiences! To have the number of club members that we did have all involved together in the endeavor of touring our ground crew, planes and pilots around western Canada was utterly unbelievable. The camaraderie we shared, the adventures we had, and the friendships we forged are etched on me forever.

Another big highlight was flying my Cavalier to the other side of the continent to Washington, DC. I went with Bob Kirkby in his Cherokee 235. He carried Carl Forman and Al Botting with him. We stopped at Nashville, TN, on the way back because I'm a country music fan and Bob likes Dolly Parton. She wasn't there, but we did get to see some pretty cool stuff in that city. And the year before that, we flew to Oshkosh. Well, not into Oshkosh. We stopped short, rented a car and hotel rooms, then drove in to the show each day.

Kirkby had been there before, but I hadn't. Some folks think a trip to Oshkosh, the world's biggest fly-in, is a sort of pilgrimage for aviators. I was never that philosophical about it, but it was certainly an aviation bucket list item. The whole experience left me totally gobsmacked. It was utterly saturating.

I won an award once for writing about flying. I'm still very proud of that. It came from UPAC, the Ultralight Pilots Association of Canada, and they sent me a really nice little award trophy. There was a cash prize that came with it, too. I asked them to donate that to the COPA Freedom to Fly Fund. The story was called 'About Time', where I pontificated on how I so enjoyed the low and slow aspects of ultralight flying, and how going fast just wasn't for me. I've got to be honest here, that's all changed now. I absolutely love going fast in my Cavalier and I don't think I'd trade that.

Nearly all of what I mention above involves other CRFC members, so it shouldn't be a big surprise that the final highlight I'll mention is being part of our club. We've evolved steadily since the mid-80s, and have had a few different names. But whatever the name, it's pretty clear to me that few, if any, of the other highlights of my flying life would have happened at all without our club members. My best friends are the guys in the club. Most of the best things that have happened in my life have happened with other people in the club. It is and has been a huge part of my life. I simply don't have the words to express my gratitude for all that our community has granted me.

Do me a favour, please. Take a few minutes and jot down some highlights of your own flying career to send to Greg, our editor. You can do so anonymously, if you like, and you don't have to list a dozen of them if you don't want to.



Really, just list as many as you'd like in a few sentences. If you'd like me to help edit them, I'm happy to do so, also.

I think it'd be wonderful to learn what other highlights have happened in the vast experience of our community. After all, that's the stuff that makes us the club we are.



Calendar of coming Aviation events

Saturday June 14– Bishell's 29th Annual Fly-in Breakfast

CGB2 Carstairs Bishell Airport– 8:00 am to 12:00 NOON.

CGB2 is outside G7 restricted zone. **See Poster below for more.**

First Saturday each month–

CEN3 Three Hills, AB. Fly– Coffee 9:00 to 12:00 noon.

Second Saturday each month–

CYXH Medicine Hat, AB. Fly-in Breakfast 8:00 to 12:00.

Third Saturday each month–

CEK6 Flagstaff – Killam/Sedgewick, AB. Coffee and Treats by Shelly.

Third Saturday each month–

CEG4 Drumheller, AB. Coffee.

Fourth Saturday each month–

CEX3 Wetaskiwin, AB. Coffee 9:00 to 12:00

June 21– COPA's 73rd Annual General Meeting

Vernon, BC.

July 26 & 27– CEQ3 Camrose Airshow.

If you have any future events, please feel free to forward the details to me so I may share them here with the members. crufcnews@gmail.com



**29th Annual
Fly-In
Breakfast at
Carstairs
Bishell's
June 14, 2024**

8:00 am to 12:00 NOON

CGB2 PPR contact Glenn

Bishell 403-337-2564



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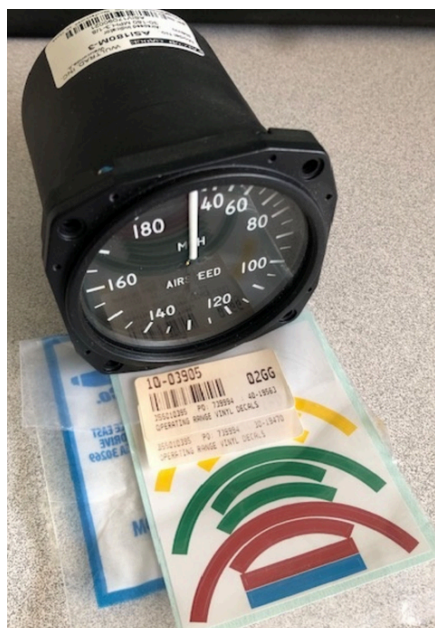
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