



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:

A beautiful picture of Rob Bruce's Kitfox in a winter splendor setting.

PRESIDENT'S MESSAGE

March 2026

BRIAN VASSUER



Now that it is warming up,

outside a lot of people will be blowing the dust off their planes and getting ready for spring flying. Some of you may not have flown since it got cold last year. It made me wonder what options are available to keep current.

I had the opportunity to do a single pilot IFR flight recently. I've been working to stay current including many hours in the sim back in January. This did not adequately prepare me for flying on my own in real IFR and I was a bit surprised by that.

Flying in real life, when you don't have a pause button or even the security of someone beside you to help out a little, makes a big difference. The plane keeps moving forward and you have to be prepared to be fully in control for the entire flight. For this flight the weather was extremely rough. I was having trouble maintaining altitude within a few hundred feet and couldn't really take the time to focus on reviewing the plan in ForeFlight and getting the GPS ready. Add to this the mandatory radio calls, keeping track of other traffic and doing the regular stuff like instrument scans and you can see that it's easy to get overloaded.

In my case I have very good checklists for flying IFR which makes it a lot easier to manage the flight. When I start to feel like I'm getting a bit behind a quick scan of the checklist brings me back up to speed and reminds me of the things I need to do next.

If you are getting ready to do your first flight of the season and you don't normally use a checklist then consider writing one out, even if it isn't very long. Simple things like a note to pull carb heat in the landing checklist might really make a difference while you get familiar with your plane again. Good luck with the warm weather.

Brian Vasseur

Skywriter Update

Newsletter Editor

GREG LABINE



Spring forward!

Well, we set our clocks again and “spring forward” into another season. Hopefully a season of good weather and flying ahead. Don’t forget, we are now 6 hours from GMT. Also, we are *almost* half way between the shortest and longest day of the year.

This issue I’m featuring another great article submitted by Troy Branch. This one deals with the engine in his Carbon Cub and a resulting trip down south. It’s nice to hitch a ride with him on this trip vicariously through this story. It’s another good read.

Next up, we have a fantastic piece from Brian Vasseur related to Mountain flying and some memorable trips he’s made through the “rocks”. It also includes some good advice and encouragement for those of us who haven't ventured into that kind of flying yet.

I am running low on content for our newsletter, so please, send me any pictures or stories from your building or flying activities so we can all enjoy it and share in your accomplishments. That’s what our club is all about.

A quick reminder, are you paid up on your membership dues?

If not, please make a payment to Andrew at the meeting, or by e-transfer.

Annual dues are only **\$30**. Currently collecting September 2025 – June 2026.

At the meeting, you can pay by cash or cheque. (made out to Calgary Recreational Flying Club). You can also pay anytime, by **e-transfer** anmcrock@telusplanet.net If prompted for a password use: **crfc2026**

Our next meeting is Wednesday, March 11. 19:00 at the Hangar Museum.

**See you there,
Greg.**

CARBON CUB ENGINE

By Troy Branch



Several years ago, Cubcrafters came out with a new engine for the EX2. It was a lightweight IO-360 for a Fixed Pitch Prop. The best part about it for me was the 2 large heat muffs, I wanted more cabin heat.

I had an intake valve wear uneven on my CC340 causing a leak. Since I had to take the engine off for repair, I figured I would see what the wait time was on a CC363I.

I called Pete at Cubcrafters and told him my situation. He said he would get back to me. A short time later he told me he had one in stock! Well, that is very tempting. I said let me come down and fly it before I make the final decision.

Gavin and I packed up the RV10 for a weekend touring trip along with fishing and camping in Idaho. We left early Saturday morning and headed for Greatfalls. Cleared customs then made our way over to Johnson Creek. We fished in the afternoon and did a hike up to the hot spring tub.

Next day we packed up and headed for breakfast at Smiley Creek. This airport is around 7100ft ASL. The runway was relatively smooth but had more rocks than I liked for the RV10. We had a great breakfast then made our way south to Nampa for fuel.

From Nampa we made our way west to Hood River. Circled Mt Hood to see they were still skiing and boarding on the hill (Next summer bucket list item for us) and then landed Hood River.

It was so hot out and we did a tour of the Museum and had a milkshake to cool down. Late afternoon we took off for Yakima. On departure we flew up next to Mt Adams then made our way to Yakima.

Landing in Yakima we tied the plane down and went to our hotel. Next day we got up and went to Cubcrafters. They had the EX2 363 ready to go and we jumped in and flew out to a local grass strip.

The biggest difference was how smooth it was. I was sold, Pete then got moving on the fire wall forward components.

We did our Eapis and customs and Filed our IFR flight plan to Penticton. IFR departures in mountainous areas are always fun.

We got to our cruise of 10,000ft and then got a re route and an altitude change to 12,000. Not long we were heading down the hill into Penticton breaking through a few clouds.

It was now afternoon and I decided to file IFR back to home. We made the departure out of Penticton and then made our way on the airways at 13,000ft in and out of clouds much of the way. I was a smooth flight and a great weekend trip.

July and August went by and the engine along with all the Firewall Forward components arrived. It was time to get to work.

First task was to modify the fire wall to suit all the changes. I needed to add the boost pump, new wiring, fuel lines, cabin heat and so on. It has two heat muffs so I need to make a new firewall hole for the other cabin heat. Once that was done, I could mount the engine. With the engine on, all the fuel and oil lines could get placed and the baffle work could start.

There was also some wiring behind the panel to be done for the G3x and a boost pump switch was to be added. I also changed the mixture cable to a vernier and there were some changes to make to the throttle control assembly.

The last step was to fit the new cowling. It had to get cut to fit and all the holes needed to be match drill to the existing nut plates.

Once the cowl was finished all the baffles got final trim to make a nice gap. Seals got installed and the last of the engine wiring and sensors got completed. Prepped the cowling for paint and sprayed it. A few paragraphs for nearly 200hrs of work!

The engine got a new Sensenich ground adjustable prop. This was a great match for the airframe and engine. I set the prop to a relatively coarse pitch to help the break in of the new engine.

Once ready I did one start just to make sure it was all working and there were no leaks. I then cowled it up and waited for nice weather.

A beautiful morning arrived and I fired up the plane. Did all the checks and pushed the power in. I was in the air as quick as before and climbed out very fast with a smooth running engine. I could run a max of 77% power at 4500 ft to keep the prop just below red line. Cylinder temperature never got over 370.

I only have 12 hours on it as of the writing and it has been working perfectly with lots of cabin heat. I will be running mineral oil for 50 hours and keep running it hard for a really good break in. Oil consumption is already very low and the oil stays clean. I could not be happier with the change.



MOUNTAIN GETAWAYS

By Brian Vasseur



Something I've always appreciated about where we live is having the mountains so close by. Skiing in the winter, hiking in the summer, or just a bike ride to Banff, are all things that I really enjoy.

Having an airplane means I also have another way to enjoy the mountains. Even though I've flown the same trips in and through the Rockies many times I always find something new and interesting to explore and appreciate.

If you haven't done any mountain flying then summer and fall are great seasons to try it out. You don't need to get high and go over the top of the peaks. It's easy and safe to follow the highways, like the TransCanada or Highway 3, at 7500 or 8500 feet. You'll still have plenty of terrain clearance and be high enough to really see some interesting scenery.

One of our club members, Stu Simpson, has a couple of good presentations for basic mountain flying, and he's always willing to answer questions and coach pilots interested in giving it a try. Of course, there are plenty of books and online materials you can access, too. While the more expansive books and videos go into great detail, it's important to realize that mountain flying doesn't have to be complicated.

Really, you can follow the TransCanada through the Bow Valley, which is miles wide, and turn around at, say Canmore or Banff, just to get your feet wet. Poking your nose into the Crowsnest Pass on a calm day to see the Frank Slide still leaves you close to the familiar comfort zone of the prairies. Taking small trips into the Rocks is a great way to get comfortable with that side of the map.

One of the best mountain trips I experienced was in 2007 with Stu, Barry Wood and Gerry MacDonald. Stu had a Merlin, Barry had a Beech Musketeer, Gerry was in his 182, and I had my RANS S-12 with a Rotax 582. We went through Hinton, Jasper, Prince George, Kamloops, Salmon Arm, Cranbrook, and then home. It was a spectacular week of flying I'll never forget.

My second favorite trip is anytime Stu invites me to accompany him out to Castlegar to visit his folks for lunch. It's a nice flight and we enjoy great hospitality.

The best wintertime trip I have done was delivering a CH250 to a buyer in Nelson. It was a warm day but there was already lots of snow. The roughness of the mountains slipped away beneath the white duvet of the snow, making the slopes look very inviting.

My most recent mountain flight was with Ralph Inkster on a trip from CYBW to Vernon. Since I've recently purchased an RV-6, Ralph offered to help me get familiar with it by flying in his. The RV-6 is really comfortable, and at 150KTS you get where you're going in a hurry. It turned out to be a brilliant day of aviating.

Mountain flying can be incredibly rewarding and the experience will leave you breathless. It allows you to broaden your aviation horizons and build your confidence and knowledge, both in yourself and in your airplane. It's a very worthwhile undertaking.





Calendar of coming Aviation events

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

Fourth Saturday each month-

CFX6 Vulcan AB. Coffee

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

CLASSIFIED

Buy and Sell

All things related to Aviation



Rotax 912 Exhaust kit

\$890



Rotax 912 Exhaust kit fits UL & ULS engines. New, never used. Complete. \$890

Al Baljak

403-708-0369

dolac91@gmail.com

New Falcon ASI

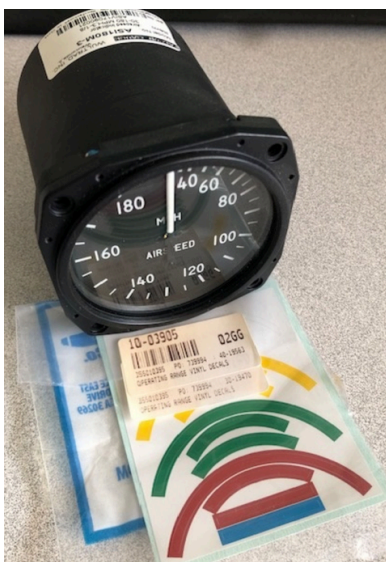
\$375

New Falcon ASI P/N ASI180M-330-180 MPH, 3-1/8" (Aircraft Spruce part # 10-03000)
Operating range vinyl decals included (A/S Part# 10-03905) Still in the box, \$375.

Bob Kirkby

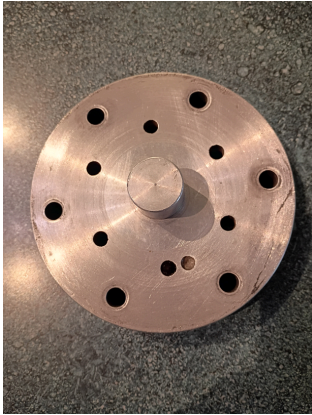
403-512-9158

Bobk@skywalker.ca



Airplane stuff

\$Various



Prop Spacer
1" X 5 3/8" Last on a Continental 0-200 with a three blade Warp Drive prop. (Used)
\$35.00.



AVCOMM Headset Model No. AC-200PNR
Good condition, Like New.
Asking \$65.00



SPOT Emergency Personal Tracking Device
Can be used in aircraft, boats, hunting etc. 1st generation. Never been used. Requires a subscription. **Asking \$35.00**



ACK -ELT Remote Panel Switch Part # E-01-05. (Used)
Asking \$25.00



ACK 406 ELT Mounting Tray With straps (New).
Asking \$10.00



Pilot Knee Board For notes/maps etc.
Asking \$25.00

Barry Davis

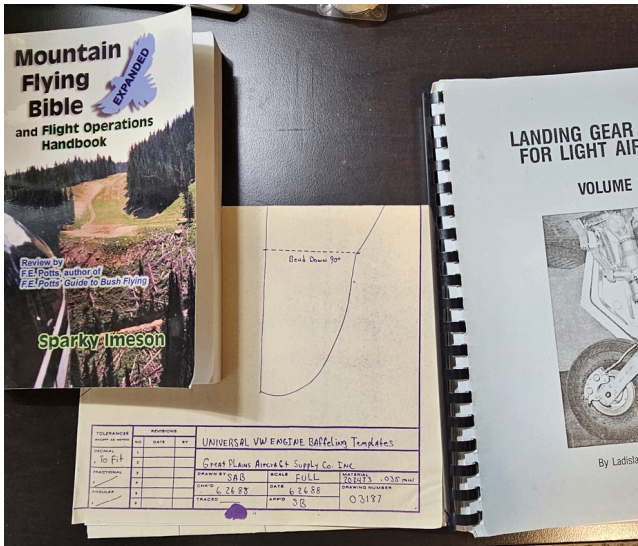
403-463-2630

bdavis1@shaw.ca

Cleaning out garage items

I've been cleaning out the garage and found these items. If anyone in the Club is interested, the books and baffle plans are free. I'd like to get \$100 for the tail wheel (plus shipping).

Cheers.



A couple of Books and Baffle Plans for a VW Engine, Free.

6" Matco tailwheel \$100, plus shipping.

Bernard Kespe

Qualicum Beach, BC

(250) 752-7413 (Home) (250) 927-7419 (Cell)

Wanted:

1. Need someone with CAD experience to help me fine tune my panel design in my RV6.
2. Looking for a used Attitude Indicator for Experimental.

Brian Vassuer

403-828-5281

brian@brianvasseur.com

Your Executive

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