



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:

Gary Abel's RV-7 parked under a double rainbow, reminding us just how relevant the ever present weather is to what we do.

PRESIDENT'S MESSAGE

May 2026

BRIAN VASSUER



Turning out to be a great spring!

This is turning out to be a great spring for flying and the breakfast season is upon us. This past weekend was the Sundre Mother's Day Breakfast and the monthly breakfast in Medicine Hat.

On May 23rd is the Red Deer breakfast, the 24th is Villeneuve and the 31st is Camrose. June 20th is Bishells Breakfast as well as Wings and Wheels at the Hangar Museum. July 18th is the Cold Lake Airshow. There are many more events so look for more updates.

One piece of concerning news is that this may be the last year for the Snowbirds. In 2021 they had a refit to bring them up to the year 2030 but there are discussions now to shut them down after this season. No more information is available right now and the defense minister is expected to make an announcement soon in Moose Jaw. I will provide updates as I hear them.

It makes sense that the Snowbirds need to change as the planes they are flying are getting too old to maintain successfully. Canada is in a difficult position because there aren't enough spare F18's to use as an alternative, even if the cost was manageable, and we no longer have our own training planes to use as a substitute.

Personally I'm in favor of budget cuts to get government spending under control. I also see a need to have pride in Canada and to show that price across Canada and other countries. I think this is something that distinguishes Canada on the world stage and a solution to this needs to happen quickly.

I will see you Wednesday to hear more about your building and flying updates.

Brian Vasseur

Skywriter Update

Newsletter Editor

GREG LABINE



Moving day

This month we've two club members reach a milestone on their projects. The day you move your aircraft from your home to the airport for final assembly and preparation for flight. Carl Foreman and myself both took that next step individually but simultaneously.

Carl, with the assistance of friends and club members, made the journey from his home to the airport with his Sonex Onex aircraft. We've followed along with the build and he shared some of the experiences and challenges he had to overcome, such as Canopy fitting and Engine Baffle design, to name a few. It's looking great Carl, cant wait to see it fly!

It was also time to move my Cobra project to the airport. With the help of club member and friend Al Baljak, and my son Steve, we did so last weekend. This has been an extensive rebuild project and I'm really looking forward to finally flying it soon. See below for pictures of both.

This month we have a few great contributions from Stu Simpson. The first is about the learning journey of Pilots and the second is his Trivia Challenge-2.

Sadly, I have to report the passing of Bob Robertson of Salmon Arm B.C. Anyone who has been involved in Ultralights and Rotax engines knew Bob. He goes back to the early days of the sport, back when he and Dan Pandur, of Snowbird Aviation, worked together up north. I personally spoke with Bob many times, getting knowledge and parts. I was even fortunate enough to attend his 3 day, 2-Stroke training course in BC. He was always great.

There is currently no obituary available but a few pages down you will see a remembrance page I made for him which includes Bob's own final thoughts as shared by others. Blue Skies indeed Bob.

Our next meeting is Wednesday, May 13 at 19:00 at the Hangar Museum.

Greg.



Carl's Sonex Onex all loaded up and ready to make the trek to it's new home



Proud builder posing with his new Aircraft in Bob's Hanger at Chestermere.



Loaded in and strapped down every which way, the Cobra is ready to roll.



A quick sneak peek before putting it in the hangar, more pics to follow soon. I have to install the wings and several other tasks before flight testing but its getting closer now.

In Remembrance



Robert Andrew "Bob" Robertson

March 7, 1944 - April 29, 2026

"I've made my peace and told everyone how much they mean to me. I'm moving on with no regrets, though I'll truly miss you all. Keep the laughter going and the coffee brewing. It's been a wonderful journey."

THE THINGS YOU LEARN

By Stu Simpson



Stu So, this aviation adventure I've been on has also been a surprising educational journey. It's taught me so many incredible, useful, and just plain cool things. Sure, there are the obvious things that all pilots learn.

Things like aerodynamics, weather, nav, basic engine theory and the like, all of which are essential starting points. In fact, lots of people show up at ground school with some of that know-how already in hand, particularly the engine stuff.

When I started flying in my early 20's I knew a lot about aviation in general, but I had no idea about engines, and I mean NO idea. I'd heard of two-strokes and four-strokes, but I didn't know what that meant. And if one started up in front of me I couldn't have told you what type it was. So when I got my first airplane, a single-seat Spectrum Beaver with a 2-stroke air-cooled Rotax 447, it was time to learn. I'm pleased to say I learned it pretty well.

Years later I moved to a plane with a Rotax 582, which is of course liquid cooled. Now I had to deal with radiators and coolant and proper airflow. More learning.

Several years later I switched engines types totally, this time to a Continental, a real-life airplane engine. This was my first foray into 4-strokes. Things like oil pressure, mixture and magnetos suddenly became crucial. And what's all this business about carb ice? I cracked the books once more, both hard copy and virtual. The learning curve spiked again.



So, aviation taught me about engines. I turned out to be a pretty decent 2-stroke maintainer and I'm still able to offer guys on the airfield some help and insight on their Rotax two-strokes, even though I haven't sat behind one for nearly 20 years. I'm actually surprised at how much I remember.

I'm also proud now of my abilities to maintain and operate small Continentals and Lycomings. (I have an O-320 in my Cavalier.) Both brands are actually relatively simple, and mostly not too finicky once you get to know them. It really gives me a lot of confidence whenever I fly off to other places that if needed, I can do some pretty deep stuff on my engine. Admittedly, I'm largely unfamiliar with some of the other major engine models like the Continental O-470 used in Cessna 182s, or the Lycoming O-540 that powers Bob Kirkby's Cherokee 235. I know even less about Rotax 912s, but I'd happily own a plane flying on one. And I'd learn all about it pretty quickly, too.

Aviation taught me to build things. I put together a TEAM Himax, back in the 90's, and thus gained skills in wood working. Of course, wooden airplanes have lots of metal parts like brackets, attach plates, hinges, and landing gear bits. There's tubing, angles, extrusions and sheet pieces – both steel and aluminum. I've made lots of metal airplane things since then.

I covered airplanes with fabric a couple of times. Those were fun and fascinating chapters of my education. My painting could stand some improvement, but if I needed to, I reckon I could learn how to do that better.

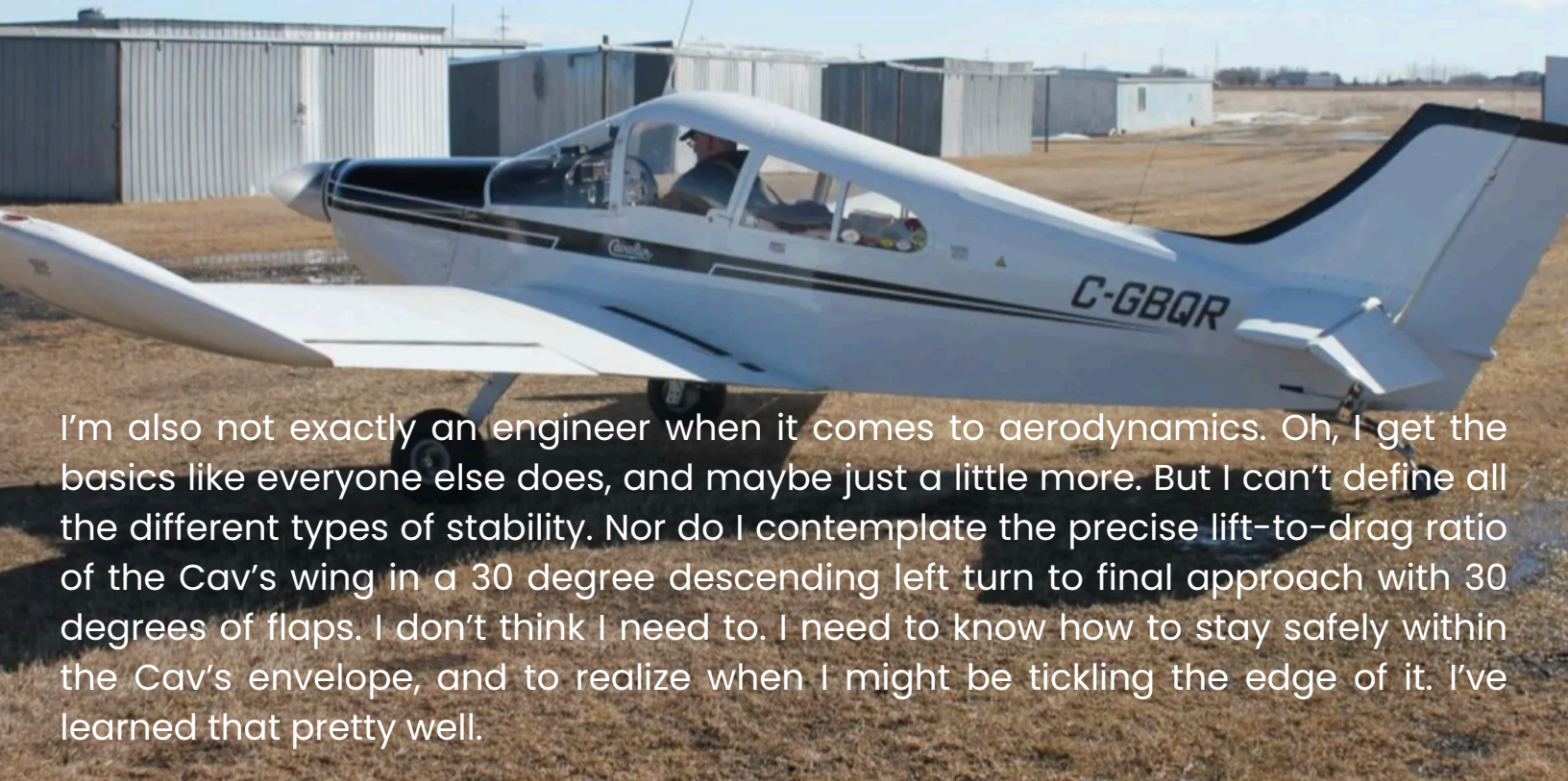
All airplanes need hardware. The nuts and bolts, the washers and screws, the cables, pulleys, turnbuckles, the hoses and fittings. There are so many details, like when and where to use (or not use) certain fasteners, what a torque value is, and why it's crucial. The list is endless, just like the learning.

One thing leads to another. These planes and engines and hardware, they all require tools. Oh, boy, I love my tools! From socket wrenches to spanners, to pliers, cutters, drivers and strippers. Those are just the hand tools. I've acquired and learned how to use power tools, too. Drills, saws, grinders, compressors. It's SO satisfying using them to complete a job, especially if I've only just learned how to do it.

I've removed and re-installed engines on my planes several times. I re-built a brake cylinder recently, something totally new to me.

I also changed the brake pads on the Cav, and learned to properly service the wheels and bearings. A few years ago I built the mag end of an ignition harness, which was a really exacting process. And I can confidently change out the front crank seal on the Cav, too.

I sure don't know it all. I need help with magnetos, for instance. Electrics are a weak point, especially alternators. I'm reasonably confident with most things downstream of the battery, but the stuff between it and the alternator pulley is still pretty mysterious. I'm sorry, Gerry. I try, I really do, but I'm not there yet.



I'm also not exactly an engineer when it comes to aerodynamics. Oh, I get the basics like everyone else does, and maybe just a little more. But I can't define all the different types of stability. Nor do I contemplate the precise lift-to-drag ratio of the Cav's wing in a 30 degree descending left turn to final approach with 30 degrees of flaps. I don't think I need to. I need to know how to stay safely within the Cav's envelope, and to realize when I might be tickling the edge of it. I've learned that pretty well.

Obviously, I need to be aware of stall characteristics, the effects of wing and airframe ice, how far I can glide with an engine out, and what speed buys me the most time if that happens. But Reynolds numbers and airfoil descriptions can just stay in their text books as far as I'm concerned.

The other big thing that being in aviation has taught me is how to fly. Seems obvious, maybe, but as you know there are lots of subtleties and nuances to flying. I've learned how to sense the wind, how to hear my plane, and how to fly it by feel and sight as much as by the instruments.

I've learned how to fly to other places, too, and how to cross the border. I've learned how the landscape changes in different directions, both far and near. I know how to fly in the mountains and how to look for lift on the prairies.

I can recognize a cold front approaching from the north, and a Chinook arch as it scribes the western sky. I've learned what each of them means and what they mean for me and my airplane when we're flying.

I've had so many teachers, with our club members being the most important of my tutors. We have an astounding amount of knowledge in our group! And as others have taught and helped me, I do my best to pass it on and mentor others as I can.

Books have been essential, be they text books with a couple hundred pages, or much simpler manuals with only a few or a dozen pages teaching about parts, procedures or operations. Of course we're really lucky that what seems to be mankind's collective knowledge is available online. I can't count how frequently a web page, a long forgotten forum post, or some guy's obscure video with only a few views has turned a key to unlock the chains around a perplexing airplane mystery.

And let's not forget the simple factor of experience, perhaps the most important teacher of all. Learning by doing, by flying, by wrenching, by pulling something apart, offers wisdom like nothing else. You might watch a dozen videos, but the first time you do it yourself, it hits you: "Oh, that's what it's like!"

Failure might offer the toughest lessons. Goodness knows I've had my share. Luckily, I've always learned at least something from tripping and falling.

In considering what I've learned, I realize that most of it came about because of simple necessity. When I was flying ultralights, there was no such thing as a two-stroke mechanic that made hangar calls. If something broke, I mostly had to fix it myself. I wanted to be as independent as possible to minimize the chances of being stranded.

By the time I'd moved on to the Continentals and Lycomings, that mindset was so ingrained that it was, and still is, just habit. It's only for the really big stuff that I'd call in some professional help, and that's really only happened a handful of times.

It's a different story with other parts of my plane, especially things electric or electronic.

That's where I've heavily depended on Gerry MacDonald and Bob Kirkby for their patience and mentorship. Because of their tutelage, my understanding is greater, though still minuscule by comparison.

Please don't get me wrong; I'm not bragging. Rather, I'm celebrating what I've learned; the skills and knowledge that I've gained since I started flying and owning airplanes. I'm celebrating how trepidation has become confidence; how wonder and ignorance have become wisdom and experience.

It does really bear repeating that this learning adventure hasn't happened alone. I've leaned often on so many other club members for their assistance and guidance. That help, that offering of knowledge and insight is one of the most treasured aspects of my whole flying career. And for all that, I've learned to be forever grateful.



TRIVIA QUESTIONS – Pt 2

By Stu Simpson



Member Stu took the time again to put together yet another Trivia Challenge. It contains the questions and answers. This is Part Two. Have fun and Good Luck!

Q. What is the primary difference between a Class C control zone and a Class D control zone in Canada?

A. The Class C control zone requires a Mode C transponder unless otherwise cleared by ATC.

Q. What does NDB stand for, and which instrument is used to read it?

A. Non-directional beacon, detected by the ADF, or automatic direction finder.

Q. What does VOR stand for, and which instrument is used to read it?

A. VHF omni-directional range, detected by the VOR receiver and/or the HSI or horizontal situation indicator.

Q. What is the frequency range of VHF radios used in aviation?

A. 118.0 MHz to 136.975 MHz.

Q. There are seven different classes of airspace in Canada. What are they?

A. Class A, B, C, D, E, F, and G.

Q. Which class of airspace in Canada is always uncontrolled?

A. Class G

Q. Which class of airspace in Canada will have a designation of restricted?

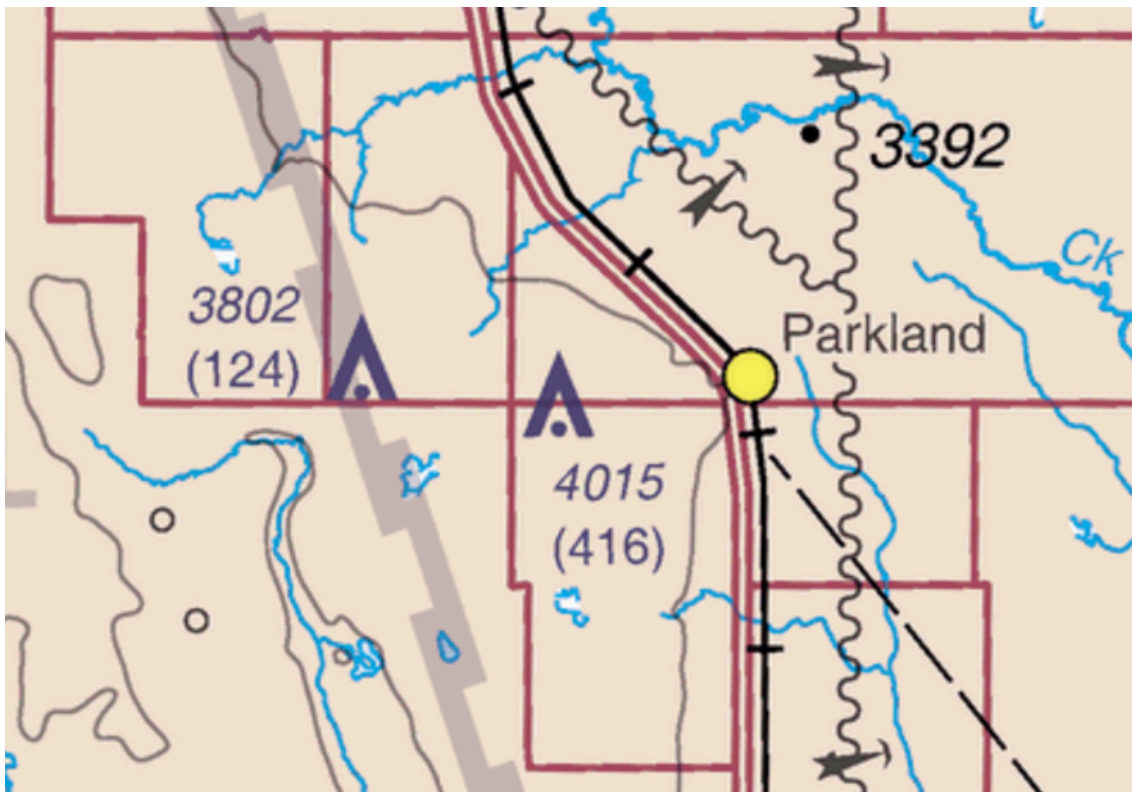
A. Class F.

Q. An uncontrolled airport such as Indus or Carstairs-Bishell will have an ATF published in the Canada Flight Supplement. What does ATF stand for, and under which heading is it found?

A. It stands for aerodrome traffic frequency, found under the COMM heading.

Q. What is the normal radius from the centre of an uncontrolled airport where the ATF should be monitored and used?

A. 5 nautical mile



Q. Towers are depicted on a chart as upward pointed arrowheads with a dot at the bottom. They're also accompanied by two numbers. What do those numbers mean?

A. The top number indicates the tower top height above sea level, the number in brackets indicates the tower height above ground level.



Q. Using the chart section shown above, what are the approximate latitude and longitude locations of Chestermere-Kirkby Field, and Indus Winters Aire Park?

A. CFX8 – N51 02' 30" W113 45' 06" CFY4-N50 54' W113 47.

Q. The latitude and longitude lines shown on the chart section feature tick marks. What distance do these tick marks denote?

A. For the longitude lines running north and south, the tick marks denote one nautical mile of distance. For the latitude lines running east and west, the distance between the tick marks will vary depending on their distance from the equator or North Pole. The distance will become smaller closer to the North Pole, and grow to 1 nautical mile at the equator.

Q. What northern latitude line is half way between the equator and the North Pole?

A. 45 degrees north.

Q. The word radar is now a commonly used word. What do the letters stand for?

A. Radio detecting and ranging.

Q. What do the letters in ADS-B stand for?

A. Automatic Dependent Surveillance – Broadcast.

Q. Used widely for navigation, what does GNSS stand for?

A. Global navigation satellite system, commonly known as GPS or global positioning system.

Q. When flying in mountainous areas where strong winds aloft are present, what type of clouds are frequently seen at high altitudes?

A. Lenticular, or lens shaped clouds.

Q. What type of clouds, often compared to cotton balls, are sometimes seen at low to middle altitudes on warm, calm days?

A. Cumulus clouds.

Q. What are the thin wispy clouds that occupy high altitudes and are often spawned by jet contrails?

A. Cirrus clouds.



Q. Early Piper Cubs, Taylorcrafts, Luscombes and Aeroncas all used the A-65 engine. Which company made this engine?

A. Continental Motors.

Q. What is the primary difference between a Cessna 150 and a Cessna 152?

A. The 150 uses a Continental O-200 engine of 100hp, while the 152 uses a Lycoming O-235 of 110hp.

Q. In the Canada Flight Supplement, what does PPR mean?

A. Prior permission required to use the airport.

Q. What device is used by pilots to determine the rough wind speed and direction at an uncontrolled airport?

A. Windsock.

Q. Due to vibrational issues, what is the maximum propeller diameter permitted on a Continental O-200 engine?

A. 69 inches.



Q. Do you know the name and manufacturer of this Canadian ultralight aircraft?
A. Aces High Cubby II, this one was owned by Gary Abel.



Well, how did you do?



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

Sunday May 31, 2026. 67th Annual Fly-in Breakfast.

CEQ3 Camrose Flying Club/COPA Flight 137.

See posters on pages below for more info.

CAMROSE FLYING CLUB/COPA FLIGHT 137

Box 1584, Camrose, Alberta T4V 1X4



67th ANNUAL *Fly-In Breakfast*

at Camrose Airport, Sunday, May 31, 2026

A Hearty Western Breakfast will be served 7 a.m. to 12 noon

- Orange Juice
- Steaming hot Coffee
- Bratwurst and Back Bacon
- Farm Fresh Eggs
- Fluffy Pancakes

All you **\$15⁰⁰**
can eat per person

6-12 years **\$7⁰⁰**, Under 6 years **FREE**

Flyers and Non-Flyers Welcome!



- **A FREE PICTURE** of your aircraft on short final will be sent to all pilots!
- Airport Advisory 122.8
- Left hand circuits on either runway
- Proceeds to the Camrose Air Cadet Program and Camrose Fish and Game Association, with thanks for their assistance with this event.
- One of the largest fly-ins in Western Canada with about 100 aircraft expected



ALL FOR FLIGHT - À PLEIN CIEL

CONTACT INFORMATION

Regarding the Fly-In Breakfast,
pilots may contact:

Barry Graham, 780-608-7004

Email: grahamb@cable-lynx.net

www.camroseflyingclub.ca

Regarding our Airport and info on basing
your aircraft in Camrose contact:

Ron Vanden Dungen, Airport Manager

Days 780-672-4426

Email: rvandendungen@camrose.ca

CAMROSE AB

REF N53 02 23 W112 48 58 Adj NNE
15°E (2012) UTC-7(6) Elev 2426'
VTA A5015 LO2 CAP

OPR City 780-672-4426 Reg

PF B-1 C-2,3,4,5,6

FLT PLN NOTAM FILE CYEG
FIC Edmonton 866-WXBRIEF (Toll free
within Canada) or 866-541-4102 (Toll
free within Canada & USA)
ACC Edmonton IFR 888-358-7526

SERVICES
FUEL 100LL (Self-serve, Visa, MasterCard &
debit cards) (Cardlock)

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RWY DATA Rwy 14(139°)/32(319°) 4512x100 asphalt Thld 14 displ 197'.
RCR Opr Expect delays for snow removal. 15-24Z† Mon-Fri exc hols.

LIGHTING 14-(TE ME) AP, 32-(TE ME) AP ARCAL-122.8 type K

COMM

ATF UNICOM ltd hrs O/T t/c 122.8 5NM 5500 ASL

NAV

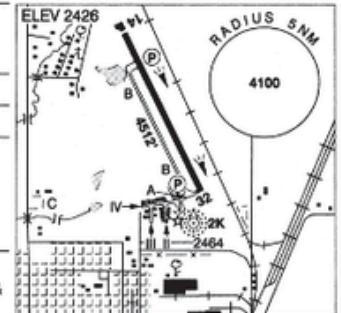
NDB 2K 405 (L) N53 01 56 W112 48 48 Pvt

PRO

Pilots are reminded of the requirement to obtain ATC clearance prior to entering class C airspace.

CAUTION

Crane may be oprg in an area 1500' to 2100' S of, or 2000' E of thld Rwy 32; 110 AGL 2540 ASL, lgt'd with strobe lgt. Deer &/or moose may be in vic of rwy.



See special fly-in arrival procedure on next page

camroseflyingclub.ca

CITY OF
Camrose



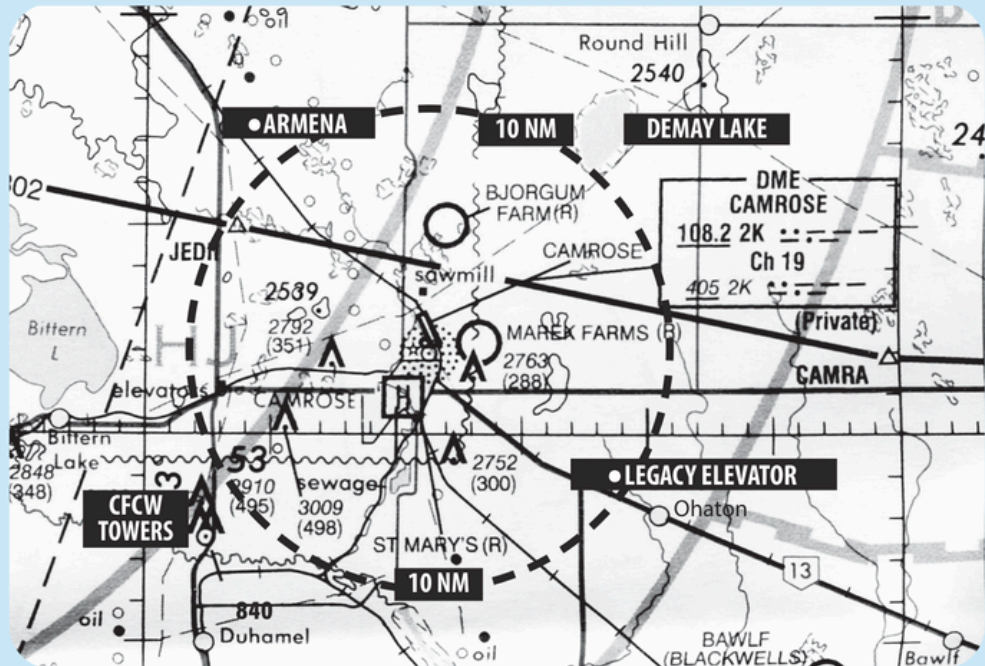
@camroseflyingclub



/CamroseFlyInBreakfast

Your initial call...

To simplify arrivals, it would be helpful if you would make your initial call to Camrose Unicom on 122.8 at 1500' AGL or 4000' AMSL, over one of the four reporting points shown on the map. At that time, you will be advised of the active runway, wind conditions and barometric pressure. Please plan to join the circuit overhead or on extended downwind. With traffic expected, entries from 45° downwind, base leg and straight in approaches are discouraged. All circuits are left hand. Thank you for your cooperation!

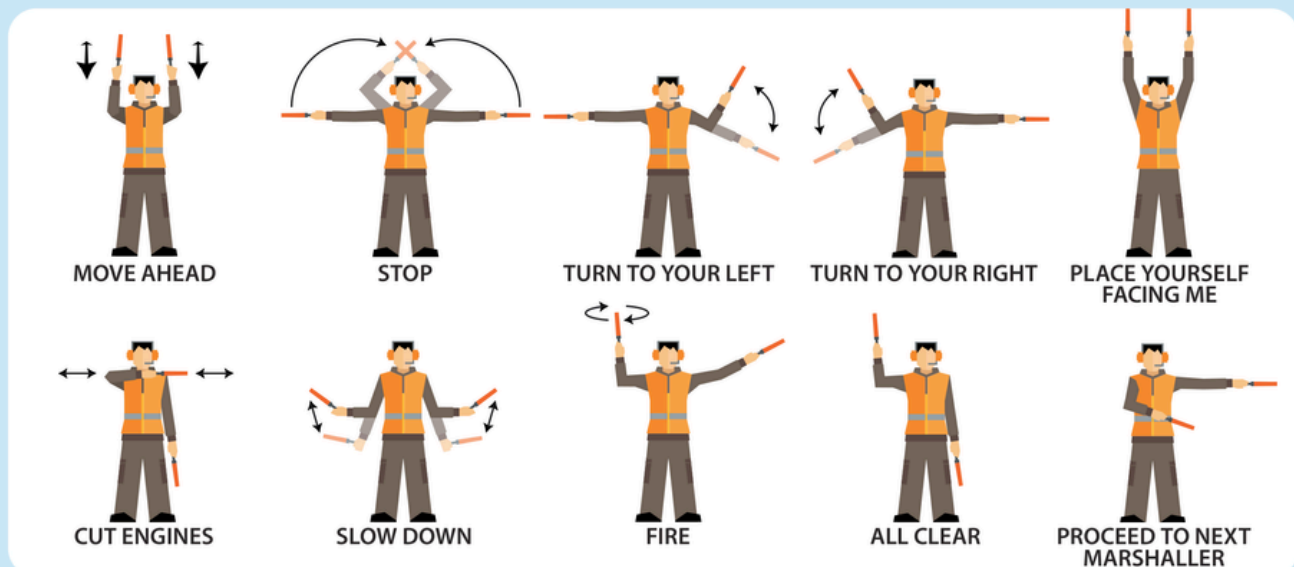


Ground Marshalling

The Camrose Flying Club would like to increase your awareness that this Fly In Breakfast will be attended by the GENERAL PUBLIC. Many people (including CHILDREN) in and around the Airport Facilities are unaware of Aircraft operations and hazards.

For the safety of all attending, please follow these guidelines.

- Be on the lookout for the general public at all times.
- Be prepared to shut down while taxiing if needed.
- You have the right to refuse parking that is not suited to your aircraft.
- Shut down and push aircraft into parking stalls (Marshalls will assist you).
- We encourage all pilots to use the assistance of a Marshall to ensure the area is clear on start up.
- Marshalls will be on hand to assist in Fuelling of Aircraft.



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

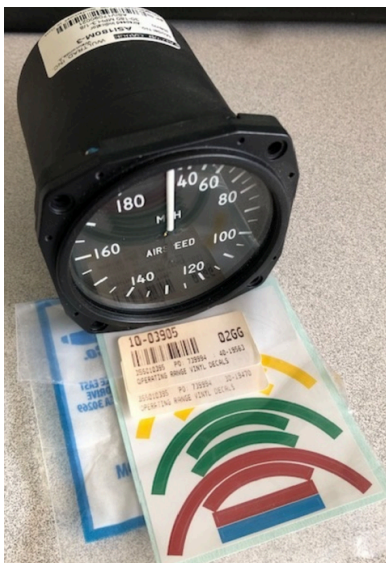
\$375

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

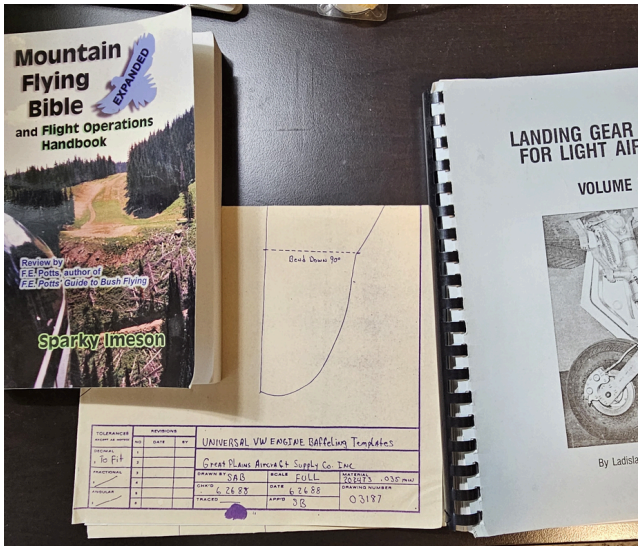
Bobk@skywalker.ca



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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