



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:

CGB2 More affectionately know to local pilots and club members as Carstairs-Bishell's airport. See more info in this issue below.

PRESIDENT'S MESSAGE

June 2026

BRIAN VASSUER



Fix something

I think the definition of an aircraft owner is someone who goes to the airport to fix something as frequently as they go flying.

I've been working hard to get all the snags on my Zenair cleaned up now that I have a nice shop to work in and it's warm enough to work comfortably. There's lots of little things that I've put up with over the years and I've finally gotten around to getting them taken care of.

The first item was the SCAT ducting for the cabin air intake. It needs to be removed every time the cowling comes off and by now the metal coil inside had unravelled making it harder and harder to put on. I finally broke down and replaced it.

The burned out landing light was not an easy item to change and since I have two it wasn't a priority. I finally purchased a PAR36 LED bulb, removed the wingtip, modified the holder and reassembled everything. Hopefully it never needs to be replaced, although the right wing will need a light change sometime in the future.

The original brake lines had started to shed the plastic coating but the inner structure was not leaking. I could have just ignored it and cleaned up the mess but it didn't look like it was in good condition. So new braided stainless lines with new brake pucks were in order.





Over the years many things such as the panel, starter, battery, etc., etc. have been replaced and while I was calculating the changes I figured weighing the plane again would be a good idea.

Ralph Inkster has a great setup with ramps for the scales so one person can do it with little effort.

Grudgingly, because it is expensive, it was time to do the Pitot Static test. This wasn't something I could do myself but it needed to be done. And finally a compass swing which requires taxiing around in a circle and making notes of what the compass says.

Now that all of this is complete the plane should have many hours of trouble free flying ahead of it. With daylight flying going to 10:00 PM there will be lots of hours available to take advantage of a trouble free airplane, and hopefully avoid the Springbank rush hour at the runup bay.

Brian Vasseur



Skywriter Update

Newsletter Editor

GREG LABINE



Here comes Summer!

Well, it's that time of year again when we plan our aviation activities for the summer. I hope many of you are planning many good adventures or at least all the flying you can manage this season. This is also our last meeting before the summer break.

A few forthcoming events on the horizon I would like to highlight. Firstly, the 30th Annual Fly-in Breakfast at Carstairs Bishell's on Saturday, June 20th.

Glenn, Alice and family have been welcoming and generous hosts, having done this event every year. All of us in the local aviation community should give them a shout out of congratulations and thanks, as they reach this milestone.



Glenn and Alice Bishell, gracious hosts of a great Fly-in.

Also, in July, we have a very special Airshow this year. This may be the last season to see the Canadian Forces Snowbirds in their Canadair CT-114 Tutor aircraft. This iconic team will be performing at the Red Deer Regional Airshow July 24-26, 2026. Take your camera along, these pictures will be historic.



RED DEER REGIONAL AIRSHOW RETURNS JULY 24-26, 2026!

Along with the Snowbirds and the CF-18 Tac Demo Team, there are will be other great performers, including Jim Hrymack in his Harvard. This is going to be a don't miss event!

Our next meeting is **Wednesday June 10, 2026 at 19:00** at the Hangar Museum. Its our last until the fall. Hope to see you there.

Greg.

PITOT STATIC TESTING

By Brian Vasseur



Part of the costs of owning an airplane is the regular recertifications that have to take place. One of the items that often gets overlooked by both homebuilt and certified owners is the Pitot Static test.

This is a test that happens every 2 years to the devices connected to the pitot and static ports of your plane and the transponder. It's not cheap but it's required to be legal in controlled airspace.

This year it was time for the Zenair to be renewed and I arranged with Northern Avionics to get it done. This was convenient because they are across the taxiway from me in Springbank.

The first requirement is to remove the Altimeter, Transponder and Encoder for these to be individually tested. The controllers at Springbank are very particular and they will tell you quite firmly if you are not at the right altitudes. If you have a certified plane the avionics shop has to do the removal and reinstall but with a homebuilt I can do that myself so that saved me paying for about an hour of work. Once these units are tested and recertified, and repaired if they are not recertified, then a full system test is required.



To get setup for the testing some equipment needs to be connected.

First, a line is connected to both the pitot and static ports. In my case we had to splice into the static line inside the plane as the static port on the wing could not be used.



For those that have static ports on the side of the plane a suction style device fits overtop of the port.

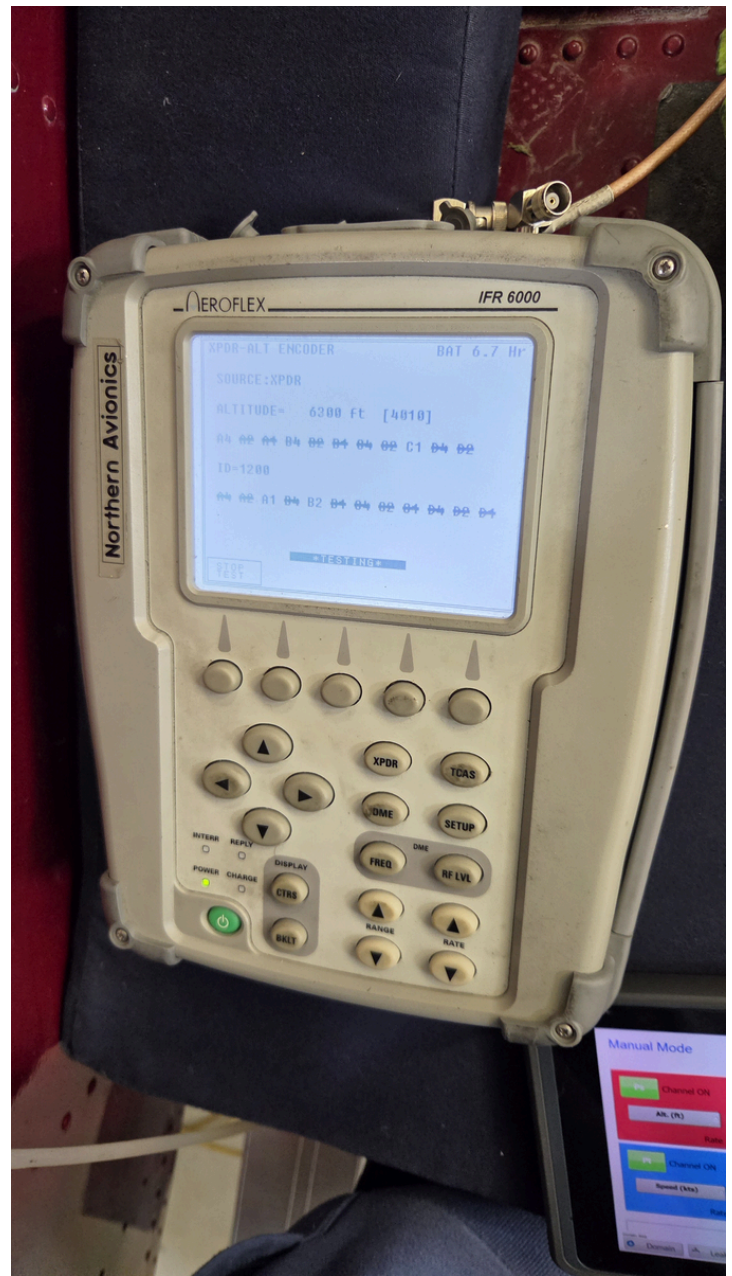
First is a pitot test up to the redline airspeed and then a 1 minute hold to check for leaks. Accuracy needs to be within 10 mph or 10 knots, I forgot the exact value. It was strange to see the instruments move with the plane on the ground.

Second is the static test and this tests the altimeter up to 20,000 feet with a 1 minute hold for leaks. Again there is a small tolerance of accuracy with this test.



Third is the Transponder test. For this test an enclosure is fitted over the transponder antenna while the static values change so that the transponder broadcast can be verified against the test unit and the altimeter in the plane.





Once the testing is complete the Avionics Shop printed a report, some log entry stickers, and produced the invoice. In my case it came to \$700.

If you shop around you may find people to do it cheaper but in this case the convenience of having Northern do it was worth any extra I may have paid to get this done.

Now I'm legal in controlled airspace for the next few years and I can feel reassured that everything is working correctly.

Brian Vasseur



Calendar of coming Aviation events

*****30th ANNUAL CARSTAIRS BISHELL'S FLY-IN BREAKFAST*****

Saturday June 20, 2026. 8:00am to 12:00 noon.

CGB2 PPR Contact Glenn Bishell (403) 337- 2564

(See poster next page below.)

Red Deer Regional Airshow. CYQF July 24-26, 2026.

May be the last chance to see the Canadian Forces Snowbirds for now, plus many other great performers to catch. See you there!

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



**30th Annual
Fly-In
Breakfast at
Carstairs
Bishell's
June 20, 2026**

8:00 am to 12:00 NOON

PPR contact Glenn Bishell

403-337-2564



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

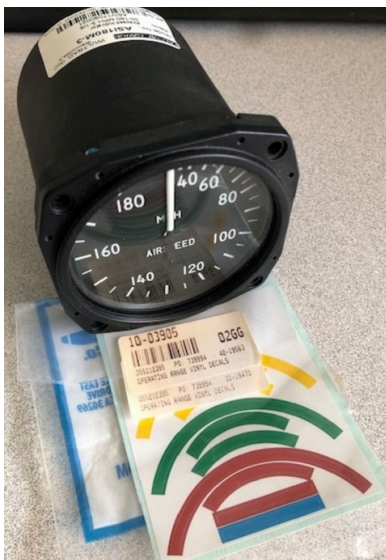
\$375

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

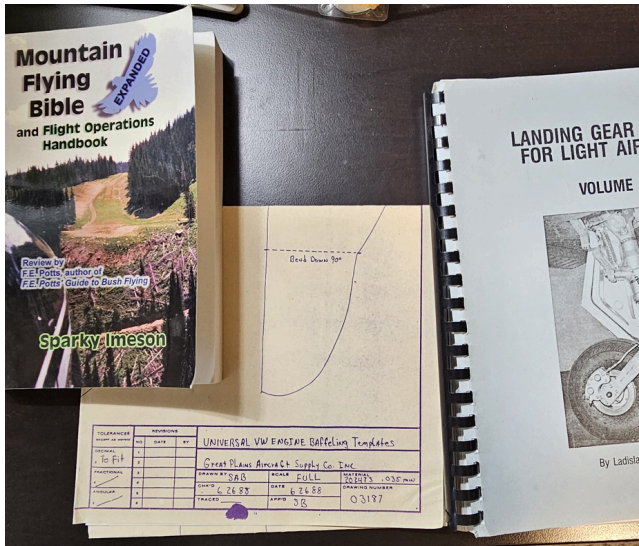
Bobk@skywalker.ca



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

(250) 752-7413 (Home)

Qualicum Beach, BC

(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

BRIAN VASSEUR President brian@brianvasseur.com

ANDREW CROCKER Secretary/Treasurer anmcrock@telusplanet.net

JOHN KERR Director oreal_kerr@hotmail.com

AL BALJAK Director dolac91@gmail.com



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