



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

December 1992

View From Above

by Paul Hemingson



At the November 4/92 CUFC Meeting we covered off a few business items. Firstly, elections are coming up and I hope y'all nominate a few new folks for the positions. Secondly, we investigated some alternatives for a new club meeting place. Since the meeting, I have learned that the RAF has re-negotiated its lease on more favorable terms and we will be staying on. Accordingly we will need to address the idea of giving a cash donation to the RAF for these excellent meeting quarters.

There is no news of consequence about the new Ultralight regulations. We held a brief "Confession Session". Wayne Winters won the coveted booby award for his honest recanting of a taxi-test. Apparently, Wayne forgot to buckle up the seatbelt in the second seat which led to more serious problems when the stray end whipped back into the prop slipstream. We also discussed a potential trip to Peace River in late May, early June to participate in their second annual Airshow. About 10 members expressed an interest in this trip. It will be planned as a 2 day trip. There is still some groundwork to be done by Don Rodgers to flange up the details with Airshow organizers. Maybe when we get there we will get to meet our long distance and generous member Mal Haakenson. Mal recently wrote to tell me he has had a bad run of luck lately with his Chinook.

I got a letter from Quebec member Paul Pontois. Always nice to hear from him. He related a good safety story to me that I will put into next months newsletter. We also watched the second video of "Buyers Guide"

courtesy of Dave Loveman of Buzzman Enterprises. Since the meeting, member Larry Everett has kindly volunteered to host a Xmas party at his palatial place in Springbank. I told Larry that we would take him up on it. If you have never been to Larry's, place you will be pleasantly surprized. His entry foyer is almost big enough to make a short field landing. We will flange up the details and head-count over the next two meetings and then spot Larry with some Club cash to buy the fixins. Larry has a lot of hidden talents and one of them is gourmet cooking. Miss this event in January and you will miss the best event of the season.

In the past month I have had a few guys fly-in to visit. Kirkby, Simpson and Tebutt are still getting some air time that I don't. Tebutt flew in one day when Bernie Kespe was out to visit me and Gord offered to take him up in his Beaver. Well, you had to be there, but when Bernie came back after that flight his smile was as wide as the wingspan on a Hercules. You might remember Bernie was seriously injured some 2 years ago when he struck some power lines during a precautionary landing. Talk about comraderie, well Gord Tebutt deserves a big bouquet for getting Bernie back into the groove. Tebutt is one smooth and cool flyer and if you have seen him fly you will appreciate his steady hand and footwork. Bernie tells me Brad Allore will be in Calgary at the end of November and we will meet with him to see what is on his mind. Bob Kirkby and Stu Simpson also flew in and I wasn't home when they arrived, but just when they were preparing to depart I came home with my pick-up

loaded to the hilt with booty from a Garage sale. Lucky for me they stayed long enough to help me unload the truck.

I received a fax from UPAC advertising a 9 day light sport aircraft exposition (July 93) at Newmarket, Ontario....look for the ad elsewhere in this newsletter. If you plan on being in this part of the country you can stop by to take in their show and hospitality.

Classified

Airlight Model "A" Parasol - Steel tube & rag, Rotax 503, Warp Drive, lots of instruments, 800 x 6 tires, strobe, CB & VHF hookups, folding Kolb wings, \$11,000.00. Jim Creasser 226-0180.

Wanted - Broken crankshaft from a Rotax 503 or 447. Doug Ward 282-0806.

Rear Fairing - for RX550, white, new, \$50.00. Doug Ward 282-0806.

Ivo Prop - updated 3-blade, ground adjustable, 60", composite blades. New - \$300. OBO. Paul Hemingson 931-2363.

Rotax 503 - single carb, excellent condition. \$1200. OBO. Paul Hemingson 931-2363.

Rotax 532 - dual carb, electric start, excellent condition, 90 hrs. \$1500. Bob Kirkby 569-9541.

Beaver RX550 - Rotax 503 dual carb, 60 hrs, ASI, Tach, CHT, ALT, Ballistic chute, \$9000. Barry Ochitwa, W 530-4031, H 236-9392.

Classified ads are free to CUFC members. Call Bob Kirkby, 569-9541 to place your ad.

Around The Patch

by Stu Simpson



Two Souls

It is a creature. Don't let anyone tell you differently. It has to be a creature because it has all the things other creatures have.

For instance, it has limbs - called wings. There's one on each side. They are made of metal parts connected by bolts and cables and tubes. The wings are covered with nylon or maybe cotton (even metal, sometimes). The bottom of the wing is flat, the top curves outward. The wings have moving parts on them, not really like fingers, more like feathers. They make the creature flip and roll in the sky.

The creature has a body. It's round and long. It's durable. It has to be, with the wings and struts and everything else sticking out from it.

And there's a heart in there. It's a metal one, mechanical, with tubes and wires and chambers and all sorts of pumping going on. It makes power and pushes the creature forward, giving it life.

The creature has a tail way out back on the body there. It has moving parts too, much like the wings. In fact, the tail parts control two of the three ways the creature moves in the sky. And like many animals, the creature sometimes rests on its tail.

It has three feet. In the form of wheels, that is. They're attached to legs that keep the creature upright when it's on the ground. Of course, the creature would prefer not to need the legs and feet. It would much rather stay aloft forever, chasing sun-beams and swallows and scooting endlessly through the playground of the clouds. But it grudgingly heeds the law of gravity, as passed by a higher court, and returns reluctantly to earth, coming to rest on its feet and legs and, sometimes, its tail.

At the front of the creature is a face, with a smooth, stream-lined nose and clear material to see through (otherwise the view up there is wasted).

There's something else you should know about the creature. Something peculiar (and a little bit wonderful). You see, the creature is made of aluminum and steel and nylon and plastic and other things allegedly inanimate, lifeless. But, on a warm summer evening, after a perfect venture aloft, after hours of playing around in the heavens, if you look at the creature juuust right ... you'll swear you see a smile.

Because this creature has a soul, just as surely as you and I do. It's soul is as necessary to carry the creature upward as all its other parts. The creature's soul let's it fly, let's it romp in God's playground and loop and flip and spin. Ant it is the creature's soul that let,s it smile.

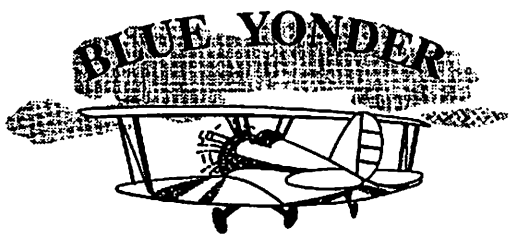
Yet the creature is seemingly nothing without another creature - the pilot. Surprisingly, the pilot has many of the same features as the creature, though it may be hard to tell at first.

He too has limbs: arms and legs, hands and feet (real feet, not wheels). And he is covered also with things like nylon and cotton (no metal though). He will wear a leather jacket that is beaten and scarred and, well, kind'a scruffy. It's as much a part of the pilot as his arms and legs. It can keep out the wind like nothing else and there is no other exactly like it. The pilot wears a hard helmet or a head-set. He covers his eyes with clear material that he can see through (otherwise the view up there is wasted).

And like the creature, the pilot has a soul. It is his soul that makes him want to know the creature, to take it into the sky, to master it, and if the truth be known, to become the creature.

When a pilot moves the control stick to climb or turn, when he presses the rudder pedal to match the cross-wind, when he moves the throttle just a nudge to grease it in right on the numbers, it is his soul that lets him see the quiet, simple grace of flying. It is, in fact, a union of two souls.

There's a peculiar thing about the pilot. Certainly, he is made of things like water and blood, muscle and tendon. But, on a sunny winter afternoon, after a chilly flight in a crystal blue sky, he'll stamp his feet and pull the zipper on his scruffy leather jacket as he tries to get warm again. And if you look closely, you'll swear you see him smile.



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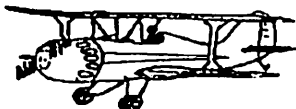
Wayne Winters is back again!

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One Pilot's Opinion

by Bob Kirkby



Ultralights and VHF Radios

In the past I have written articles on how to maximize the communications capabilities of your VHF radio in your ultralight. Many ultralight pilots are now flying with VHF radios and if you have followed my previous articles, hopefully you now have an effective communication tool at your thumb-tip (i.e. your PTT switch).

In this article I would like to review the regulations covering assigned VHF frequencies. The purpose being to familiarize you with when and where your should or can use which frequencies. That may sound like a mouthful, but you must have this knowledge committed to memory before using your VHF, or you will end up with your foot in your mouth.

I will review the different types of assigned frequencies, with examples, that are of importance to ultralight pilots. I will start with the least restrictive, and consequently of most interest to ultralight pilots, then proceed upward to the most restrictive just in case you get tired of reading and don't make it all the way through the article.

Since ultralight pilots frequently fly places together or in groups, the first question is "How can we communicate with each other in the air?". This can be found in the A.I.P. manual (our bible) under VHF Frequency Allocations. There are two slightly conflicting paragraphs which I will quote directly here:

5.13.2 Soaring

"Frequency 123.4 MHz is allocated for the use of soaring activities, which include balloons, gliders, sailplanes, ultra-lights and hang gliders. The use of this frequency for these activities includes air-to-air, air-to-ground instructional and air-to-ground aerodrome traffic communications (ATF); the use of this frequency as an ATF is normally restricted to privately-operated aerodromes used primarily for these activities."

5.13.4 Air-to-Air

For air-to-air communications between pilots within the Canadian Southern Domestic Airspace, the correct frequency to use is 122.75

MHz; in the Northern Domestic Airspace and the North Atlantic, the frequency allocated by ICAO is 131.8 MHz."

My interpretation of Paragraph 5.13.2 is that, as ultralight pilots, we can use 123.4 MHz for air-to-air communications anywhere, and for air-to-ground and air-traffic-advisory communications when we are in the immediate vicinity of a private aerodrome used primarily for the purpose of ultralight flying. For example, when entering or leaving "Kirkby's Ultralight Aerodrome" you would use 123.4 MHz to advise other ultralight traffic of your intentions or to contact someone on the ground to obtain current wind conditions prior to landing. When flying as a group of "Dragonflies" you would use 123.4 MHz to communicate with each other.

On the other hand, paragraph 5.13.4 indicates that as pilots we can use 122.75 MHz for air-to-air communications. The question that comes to mind is "Can we use either or should we only use 123.4 MHz, since we fly ultralights?".

To further confuse the issue, the "Ultra-light Aeroplane and Hang Glider Information Manual", February 1992, which is the distributed version of TP4310E, states: "Operators of radio equipped ultra-light aeroplanes may apply to use one of the DOC frequencies reserved for air training and soaring. These frequencies are 123.2, 123.3, 123.4 and 123.5 MHz. Frequency 123.3 MHz is available for ultra-light aeroplane instructional purposes only, on a shared basis. Hang glider operators may apply to DOC for use of 123.4 MHz subject to sharing with other users."

Not exactly crystal-clear, is it? To get a clarification on this matter I contacted Jamie Roth of Transport Canada, who in turn contacted the Department of Communications officials who do the allocations, and here is the official interpretation.

Firstly, the "Ultra-light Aeroplane and Hang Glider Information Manual" is misleading. Frequencies 123.3 and 123.5 MHz are specifically intended for training. Exactly how they are to be used is unclear, but they should not be used for general air-to-air or air-to-ground communications. 123.2 MHz is

not for ultralights per se. As will be described below, this is an ATF frequency and should only be used for that defined purpose, although ultralight pilots may also use it for that purpose, when appropriate.

Now we are getting a little closer. 123.4 MHz is intended for the use of ultralights (as well as gliders, balloons and sailplanes) for air-to-air and air-to-ground, in a localized area where this activity is taking place. Hence, my interpretation above partially applies. That is, in the vicinity of an aerodrome whose primary use is ultralight flying, we should use 123.4 MHz. "Vicinity" would be within a radius of 5 miles. On the other hand, Jamie reported that 122.75 MHz is intended for air-to-air communications on low-level cross-country flights by all pilots, including ultralights. Therefore, we should use 122.75 MHz to communicate with each other when we are flying between aerodromes.

Now that we have established ultralight radio frequencies for air-to-air and in the vicinity of ultralight aerodromes, let's look at what frequencies we use in the vicinity of other aerodromes and airports.

Aerodrome Traffic Frequency (ATF)

Transport Canada has designated one frequency for traffic advisory broadcasts at uncontrolled aerodromes where there are no ground communication facilities provided. This all-encompassing frequency is 123.2 MHz.

Anytime you are flying within the vicinity of an aerodrome with an ATF designation, you must monitor this frequency and broadcast your location and intentions to alert other traffic. "Vicinity" is usually defined to be within a 5 nautical mile radius of the aerodrome and under 3000 ft AGL above the aerodrome. If you look up the aerodrome in the CFS (Canada Flight Supplement), under COMM you will find the abbreviation "ATF" and the radius and altitude defining the "vicinity". The ATF is intended for use at all general purpose uncontrolled aerodrome, whether they are listed in the CFS or not.

Some examples of ATF designated aerodromes in our area are: Winters-Indus, Beiseker and Olds-Didsbury. To make it even more clear, you **must** use 123.2 MHz in the vicinity of these aerodromes and you **must not** use this frequency when you are not in these vicinities.

(continued on page 4)

ATF with UNICOM

Some uncontrolled aerodromes have private communication facilities. Transport Canada designates these as ATF aerodromes with UNICOM (UNICOM stands for Universal Communications - hardly an appropriate term for a private radio at an uncontrolled aerodrome). The frequency designated for a UNICOM station is 122.8 MHz or, secondarily, 123.0 MHz.

Again the intention is that this frequency be used for traffic advisory broadcasts when flying in the vicinity of these aerodromes. In addition though, the UNICOM station may be able to offer an advisory service such as wind and runway conditions, but during limited hours. The same rules of usage apply as under ATF, with the addition that air-to-ground communications is permitted.

Some examples of these types of aerodromes are: Okotoks, Drumheller and Banff. A special case of a UNICOM aerodrome is Airdrie. If you look this up in the CFS you will see that it is assigned a frequency of 122.9 MHz and the vicinity is defined as a 2 NM radius to an altitude of 4800 ft ASL. This is because of its proximity to Calgary International. There are also special procedures spelled out in the CFS for departing Airdrie with respect to Calgary ATC.

This points out the necessity of looking up your destination aerodrome in the CFS before heading there. Check the frequencies used, the type of COMM used and the special procedures.

Mandatory Frequencies (MF)

At uncontrolled aerodromes where a communication facility is provided by Transport Canada, a frequency is assigned and is called a Mandatory Frequency or MF. This communication facility is usually an FSS (Flight Service Station), an RFSS (Remote FSS) or a CARS (Community Aerodrome Radio Station).

Unlike ATF aerodromes, MF aerodromes do not use a common frequency. They are individually assigned by Transport Canada, so you must look up the aerodrome in the CFS before going near it. Also, unlike ATF, MF is a two-way air-to-ground communication facility as opposed to a broadcast advisory facility. This means that when you enter their airspace you must contact the radio station and advise the operator of your intentions.

The operator will then provide you with pertinent information such as winds, etc. These stations will communicate with you in much the same way that a control tower would, except that they will only advise you of other traffic in the area and conditions, they will not tell you where to fly and how fast.

Examples of MF aerodromes are: Red Deer (118.5 MHz) and Medicine Hat (122.2 MHz). Check the CFS for the airspace of the aerodrome you are headed for, but generally an MF aerodrome is the same as an ATF aerodrome: 5 NM radius and 3000 ft AGL. The CFS will show the abbreviation "MF" under COMM along with the designated frequency and the "vicinity" definition.

Ultralights are generally quite welcome at MF aerodromes provided the proper radio procedure is followed. When making a call to one of these facilities, address the facility as "Radio", not "Tower". For example, when calling Red Deer, you would say "Red Deer radio, ultralight C-LXXX, etc."

Air Traffic Control (ATC)

The final step upwards in terms of restrictions is the Controlled Airport. Controlled airports are licensed aerodromes, and each has its own designated set of frequencies. I say set because there are usually a number of different frequencies assigned for

different functions. For example, there will be one for the control tower, ground control, FSS, possibly ATIS, and at larger airports, apron, arrivals and departures. These are all listed in the CFS under COMM, which will also indicate that the aerodrome is a controlled airport by the abbreviation "ATC".

For ultralights, there are only a few, small, controlled airports that should even be considered. In our area there is Springbank and in Edmonton there is Villeneuve. But, before going into these, you have a lot of homework to do.

You must have permission to go into the ATC airspace, let alone land there. Although the tower may give you permission to enter their airspace, and land, over the radio, it is a good idea to call ahead on land lines first to ask permission to land and tell them when you will be arriving. Then read up on the airport in the CFS and write down all the pertinent details for reference in the air. Also, make sure you have your radio procedures down pat.

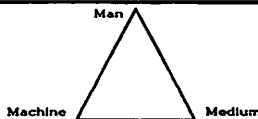
Summary

The following table summarizes the VHF radio frequencies that are of interest to ultralight pilots. Be sure you know when and where to use which frequency, before you push that PTT button.

VHF Frequencies for Ultralight Pilots	
123.4 MHz	For air-to-air, traffic advisories and air-to-ground in the vicinity of a private aerodrome used specifically for ultralight flying.
122.75 MHz	For air-to-air communication on cross-country flights.
123.2 MHz	ATF - for traffic advisories in the vicinity of a general purpose aerodrome without a communications facility.
UNICOM (Check CFS)	ATF - for traffic advisories and air-to-ground communications in the vicinity of a general purpose aerodrome with a private communications facility.
MF (Check CFS)	For air-to-ground in the vicinity of an aerodrome with a Transport Canada provided communications facility.

Safety Corner

by Paul Hemingson



Courtesy

Every month I sit at my computer and try to figure out the topic for my next article. Every month it seems to get tougher. The risk of repeating myself on some topic increases with each subsequent article. Past articles have covered things from take-off to touchdown. Preflight to post-flight. From out the hanger door to in the hanger door. My ideas come from many places. Sometimes while driving home from work, while listening to the radio, or just absent-mindedly daydreaming I come up with an idea. It is at these times when I begin to think of the skeleton of the article. Then I sit at my trusty word processor and put some flesh on the skeleton. Along the way, I hope that I can communicate some meaning and lessons.

While driving home the other day, I got into some particularly vicious traffic.....it was license plate to license plate for about 45 minutes. During this time one lane of traffic would move a little faster, but not much. It was interesting to see the games being played. All of the drivers caught in this grid lock had the same objective..to get home...but the strategy of the different drivers was a microcosm of personality types. The aggressive drivers would try to wedge themselves into the slightly faster lane, only to gain a few car-lengths. It was during this jam that the idea of courtesy came to mind. I had lots of time to think.

Pilots can also perpetrate some ill-feelings amongst their brethren, by being discourteous. Safety is connected to courtesy, because whether victim or perpetrator, the mind of that person is not focussed on flying. A disgruntled pilot is a risk to himself, and others. I don't think discourteous pilots are vindictive and vengeful, but the effect on the victim is the same. The perpetrator may have an attitude problem, but more commonly it is just that we are ignorant of the unwritten laws of courtesy. The unwritten laws are hard to find, because they are unwritten, and most come only with experience. I suppose some of them are contained under the heading of "airmanship" but many of us seem to have skipped that chapter.

Maybe some examples of the

unwritten laws of courtesy are in order. I am sure you will be able to think of other examples. One example is the pilot who taxis into a tiedown area and in maneuvering his aircraft to the parking spot, inadvertently directs his slipstream into an open hanger or adjacent aircraft. The accepted method to park would be to shutdown and push your aircraft into place. Another example in the parking phase is the pilot who taxis too fast into a crowded area with only a few feet of clearance, impressing only himself with his taxi skills. The rest of us watch as he narrowly misses contacting other aircraft and then finds his brakes not up to snuff at the end and stops uncomfortably close to a hanger or another aircraft. The unwritten law is that you taxi at the rate of a fast walk. How many of us do this? Radios are becoming more popular and a lot of UL pilots are using them without proper instruction. You are supposed to have a Radiotelephone Operators license. Do you? I hear a lot of chatter on the frequency of some airports. The courteous pilot does not clutter the airwaves with personal conversation and comments.

There are lots of other examples. You have likely experienced some yourself. UL pilots are highly visible and when operating around airports with larger traffic it behooves us to learn the correct way of entering, exiting and using the airport. We do not need to perpetuate the image of irresponsible pilots. By using the accepted methods

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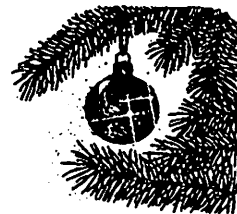
Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at 7:30pm at

R.C.A.F. Association
110 - 7220 Fisher Street S.E.
Calgary, Alberta

and practices as well as the unwritten rules we will command more respect. In my mind being courteous becomes infectious. The bonus is that courtesy actions leave you with the right frame of mind to concentrate on your procedures.

Grass roots pilots need only to follow their own conscience.

Seasons Greetings



The executive of the CUFC and your Skywriter editor wish you and yours a very Happy Holiday Season.

Watch the January Skywriter for details of our "Christmas Party in January"!

**Dear Canadian ultralight
enthusiast:**

The Ultralight Pilots Association of
Canada is pleased to announce
co-sponsorship of Harelight 93.

This 9 day light sport aircraft
exposition will be held from July 2
thru July 11, 1993, at Hare Airfield.

Harefield is located 30 minutes
north of HWY 401, on Highway 11

(Yonge St.) just north of Newmarket Ontario, allowing easy access for ultralight
enthusiasts, via Hwy 400, 404, 9, 27, 88 or 11.

Harefield is in one of Ontario's largest tourism areas. Canada's Wonderland, the Eaton
Centre, Ontario Place, African Lions Safari, Toronto's Metro Zoo, Skydome, CN
Tower, O'Keefe Centre, Roy Thompson Hall, Lake Simcoe, Wasaga Beach, Algonquin
Park and the Holland Marsh, are only a few of the sights within easy driving distance.
With its close proximity to these tourist attractions the area has ample motel and hotel
facilities Its close proximity to Newmarket, one of Ontario's fastest growing cities
provides access to food, shopping, theatre, swimming, and other activities for the whole
family.

This 9 DAY EVENT has been in the planning and development stages for nearly 2
years. To date it is being co-sponsored by UPAC, Buzzman Aviation, Toronto
Aerosports, Back Forty Developments, and Zenair (this is only a partial list, with
replies still coming back).

With over 40 acres of land available it is anticipated that many people will be camping
right on the facilities. With this in mind plans are already well on the way for, the
catering of meals, construction of showers, portable washrooms, and refuse containers.
Bus excursions to some of the above mentioned tourist attractions are also planned.

If you would like more information on Harelight 93, or would like to offer your time in
helping before or during the event please contact:

**Dave Loveman at 416-836-2800. The best times to call are between 7 and 11 in the
evening. or UPAC at 416-833-3467 anytime and leave a message.**

Thank You

**Peter Henshall
Director UPAC**

