



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

October 1993

♪ Off We Go ... ♪  
by Wayne Winters



Mother Nature is really doing her thing. Every year in preparation for winter she gives us a most spectacular display of color. Words cannot describe the brilliant yellows, the rich deep gold, the red rust and the array of greens, all mixed together in just the right proportions. Nothing can compare to a leisurely flight down the Bow River valley and the sight of all the fall colors. It is so tranquil when you see the occasional golden leaf fall to the ground where a few deer are relaxing in the camouflage. This must be nature's way of preparing us for the long chilly winter. And prepared we are, I am really looking forward to those cold, crisp flights, not because you enjoy them, but because you are so depressed for a flying fix that you have reached a point of saying to HE double hockey sticks with the weather!

## September's Meeting

Wednesday, September 1st, we had our first meeting after a two month recess. It is always good to get together and see everyone once again. Our feelings were that of enthusiasm mixed with sadness because of the loss of one of our members, Tom Thomas.

The meeting took the tone of an informal chat of what had been happening during the summer months.

We decided to pay the RCAFA 783 Wing at least \$50.00 per month for the use of their facility, and gave them a cheque for May, June and September. We will try to raise more money through our meeting door prizes to increase the amount we give the 783

Wing - which will help them keep the doors open.

Bob Kirkby received a letter from the Alberta Aviation Council inviting our club to participate in their annual meeting in Jasper. It seemed like a good opportunity for us to give a presentation on ultralights and perhaps enlighten a few more aviation buffs about the sport. Stu Simpson volunteered to go and represent us. When it came down to the wire it turned out that Stu would have to pay the whole shot - hotel, travel, etc. (which he was willing to do). But, the last straw was when they insisted on selling him a conference package if he wanted to attend any of the information sessions, and they would only allow him 15 minutes for his presentation.

Doug Ward, our Vice-President, is doing some follow up and pursuing information on the new air regulations that might affect us and other ultralight enthusiasts.

We decided to have the Family Fun Fly on September 19th with the snow date being September 26th. A large majority favoured the Sunday dates rather than Saturday.

Stu Simpson gave a report on what he had learned about the recent fatal accident of Tom Thomas and his student. Stu had received some very interesting and enlightening information from the RCMP constable that was at the accident scene. Certainly, we can do nothing to turn back the clock, but I know that Tom would want us to know what happened, if we ever will, so that it

doesn't happen to someone else.

Our discussion continued as we examined some of the recent aviation accidents, to try and determine what could be done to prevent them from happening again.

The meeting wrapped up with highlights from the Peace River Air Show, provided by Don Rogers. The video was really quite entertaining, because the announcer kept well after his mind shifted out of gear. He kept referring to the ultralights (Don Rogers - Chinook, Fred Wright - Chinook, Gord Tebbutt - Beaver and Ray Mackell - Renegade) as the Calgary Ultralight Aerobatic Flying Club. The guys must have done some neat tricks!

## Family Fun Fly

On September 19th the weather simply didn't want to cooperate for the fun fly. The forecast was on again, off again and wouldn't stabilize. The weather forecasters were even a little testy, because they really did not know what was happening either. What's new! Weatherman is the only job I know of where you can be wrong 95% of the time and still pick up a pay cheque! At one point they were trying to call 2 spit drops of rain a shower because they had forecast showers.

Anyhow, a few die-hards showed up and we decided to move it to the following weekend.

September 26th started out as an absolutely beautiful day. Warm, sunny and only a light breeze on the ground. Marvin Ruggles in his Beaver was the first to arrive by air, flying in from High River. (Marvin and I were going to provide introductory flights, through our schools, for members and their families, for the token price of \$5.00). Bob Kirkby (Renegade), Gary Kneir (Falcon), and Ed Dantoni (Air Rail) *(continued on page 2)*

arrived next, but were not able to stay for the fun fly events. Larry Motyer (Merlin) and Ron Sondergaard (Crusader) rolled their airplanes out of their hangars and likewise Blue Yonder Aviation's Beaver and E-Z Flyer. Dad (Ralph) and I had just got the Phantom running again, after losing its prop last year, and decided to fly it also. Thus we were left with 6 airplanes to participate in the fun fly.

Altitude guessing was the first event, to be followed by power-on and off spot landings. Altitudes were assigned to each of the 6 airplanes - 582 Beaver (Les Radi pilot) - 4600 ft; 503 Beaver (Marvin Ruggles pilot) - 4400 ft; Merlin (Larry Motyer pilot) - 4200 ft; E-Z Flyer (Rob Bruce pilot) - 4000 ft; Crusader (Ron Sondergaard pilot) - 3800 ft; and Phantom (myself as pilot) - 3500 ft. All altitudes assigned were above sea level. 1st A/C was at 1200 ft AGL; 2nd at 1000 AGL; 3rd at 800 AGL; 4th at 600 AGL; and 5th at 100 AGL. All the altimeters were set at 3400 ft prior to take off.

As the airplanes were doing their fly-bys the winds picked up and made for very interesting spot landings. The ground speed at touch down became only a few mph. Very interesting for the spectators and pilots. After 2 or 4 passes it became prudent to land and call the whole thing off, which we did. The mistake that we made was we should have started the flying events earlier in the morning instead of waiting to see if more airplanes were going to show up. Once again the point was made that the nice weather may only last a few hours at a time.

Oh well, there is always next year. Our

thanks to everyone who showed up and participated. A special thanks to Bruce and Miriam Piepgrass for assisting in the spot landing placement.

#### Accident Investigation Results

When an accident occurs in aviation it is very rare that it is caused by a failure of the structure of the airplane. They are usually caused by weather or the pilot making a mistake. Transport Canada no longer refers to the pilot mistakes as pilot error, but instead they call it the human factor.

It always makes me nervous when I hear about an incident, until I find that it was not a fault of the aircraft itself (structural failure). Even in the case of structural failure the incident could often have been avoided with proper inspections and checks of the airplane.

In the springtime, near Millet (just South East of Edmonton), two brothers decided to go flying in a Beaver RX550. Neither had a Commercial License, thus two people should not have been in the ultralight. Apparently, the engine quit and for some reason the pilot lost control and crashed. One brother survived, the other didn't. We want to learn from this and make sure that we do not let a minor incident, like the engine falling, cause us to lose control of our aircraft. It is imperative that we always fly our aircraft prepared for the engine to quit at any time and remember a few basic rules, about maintaining airspeed and not trying to do the impossible at low altitudes. Straight ahead is always the best bet - no turning back to the airfield, unless we have oodles of

altitude. We must know our aircraft and not push it beyond its capabilities, or ours.

Another incident involving a Mooney mite near Priddis shows how a simple thing can do us in. It seems that the pilot may have hit the fuel selector, knocking it into the off position, when he retracted the under carriage. The engine quitting was not, in itself, the whole problem. The flight characteristics of the aircraft were likely aggravated by what may have been a tail-heavy condition caused by a larger than normal rear fuel tank and baggage for a cross country trip. The airplane flew quite well under power in its tail-heavy condition, but with the engine out, much more attention had to be given to keeping the airplane aloft. We need to always make sure that our weight and balance is within limits. Weight and balance you say - what's that? It is a good idea to refresh our memory once in a while.

Regarding our friend Tom's accident, no one knows yet what caused it. The aircraft has apparently been given a clean bill of health, as far as its structural integrity is concerned. What seems to be a possibility is a low level student panic situation when the stick was abruptly pushed forward without time for recovery.

Let's not forget that we are involved in a very safe sport, and what keeps it safe is our diligence in keeping ourselves alert.




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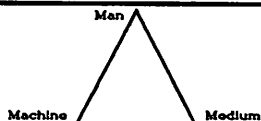
Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary, AB T2P 2G7

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

# Safety Corner

by Paul Hemingson



## What's Your ULSI?

ULSI is my acronym for Ultralight Safety Index. This index gives you some idea of your personal safety quotient. The index provides some insight into your strengths, and more importantly what your areas of weakness might be...the things on which you need to put more emphasis to become a safer pilot.

The best score is 100. Hopefully no one scores zero.

Here's how it works. Listed below are 10 key areas or elements of safety. Simply score yourself on a scale of 1 to 10 on where you think you fit within each element. Be honest with yourself, no one will see your score. You have everything to gain, and nothing to lose. Scribble in the margin with a pencil and erase it later for anonymity. But make an indelible mental note of those areas where you scored lower. These will be the areas you need to focus on for improvement. Simply read the statement and then ask yourself to what extent (on a scale of 1-10) you follow the safety principles embodied in the statement. Add up your score and compare it to the scale at the bottom to get your safety factor.

1. Pre-flight. This is an important aspect of safe flight. So you do a thorough pre-flight before each flight? Or do you just kick to tires and go? To what extent do you short-cut the pre-flight? When? Why?

2. Knowledge. Think about the extent to which you have learned about flying. Have you kept up to date by reading, listening to others and observation of pilots you would like to emulate? Do you learn something new on every flight...about your machine, yourself or the medium which we fly within? To what extent have you increased your knowledge about meteorology, maintenance, airmanship or flying techniques?

3. Skill. Do you get enough quality airtime? Have you kept current with at least 15 hours of flying each season? Do you practice various maneuvers...turns, approaches, take-offs and landings? Crosswind landings? Do you have a "feel" for your machine?

4. Attitude/Behavior. Do you exhibit

any of the dangerous attitudes? Machoism, exhibitionism, anti-authority, etc.? Have you done anything foolish in the recent past?

5. Machine Maintenance. Do you conduct a thorough annual maintenance? Do you keep a log of the on-going maintenance? How many hours on those spark plugs, on that fuel filter? How long since you checked the tracking and balance of your prop?

6. Regulations/Radio Procedures. Are you familiar with the air regs? Do you know the correct procedure for approach and landing at an airport or aerodrome? Do you know the proper use of radio?

7. Mechanical skills. Do you have the right tools and ability to correctly maintain your machine? Do you know the critical areas for double and triple checking? How long since you inspected/replaced your wing spar or landing gear bolts? Do you understand the ignition and fuel systems? Does your model have some proven weak/stress points?

8. Weather Knowledge. Forecasting-Nowcasting. Can you correctly translate the TV forecast for your flight tomorrow? Can you tell when conditions change enroute? Do you know what you will do when conditions deteriorate enroute?

9. Cross Country Navigation skills. On a cross country, are you adequately prepared? Do you know where you are? The nearest landing place? Do you always wonder if you're on course? Have you planned ahead for correct frequencies? Do you have an adequate map?

10. Knowing Yourself. Do you know your abilities and limitations? Do you know the things that can get you into trouble?

Add up your score after considering where you fit within each safety element.

0-20: Maybe you should consider another avocation.

20-40: You are likely new to the sport, hang in there and work on the areas of priority to move up to the next level.

40-60: You are getting there! Congratulations! Read, listen and observe to increase your knowledge, skills and behavior. You are safe and will get better with experience.

60-80: Keep up the good work! With a little more experience and exposure you will become a safer flyer.

80-100: Excellent! Consider yourself learned. You have a lifetime of safe flying ahead of you. The wise pilot knows he never stops learning.

If you scored 50 or more points, you have little to worry about. With time and experience things will fall into place. The only way to gain experience is to fly. Take it in small doses under appropriate conditions and you will graduate to the next level. Scoring low in any category is not bad. It's good. It tells you the areas you need to work on to improve your performance. Knowing your areas of weakness will help you to increase your ULSI.

## Classified

**Bushmaster II** - 1986, 2-place, Rotax 503, 15 hrs since rebuilt motor, very nice, always hangared, VSI, ALT, ASI, engine gauges, \$12,500 delivered, OBO. Pat Rudiger 403-986-3159.

**Wanted** - Beaver RX550 or 35 in good condition. Andy Gustafsson 247-3245.

**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, \$9,950.00 (Reduced). Jim Creasser 226-0180.

**Trailer** - all metal, fully enclosed, 7'w x 24'l x 6'h, built for airplanes, \$800.00. Jim Creasser 226-0180.

**Hiperlite 2-place** - excellent condition, Rotax 503, full instruments, extras. One of the best aircraft around. Price reduced to \$18,000. Paul Hemingson 931-2363.

**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.

**Hiperlite SNS-8** - 200 Hrs. TT, hydraulic brakes, ground adjustable prop, STOL, fun aircraft to fly, good condition, \$7500.00. Bob Campbell 934-3657.

**Gauges** - Dual CHT and Dual EGT gauges, \$125.00 for both. Ken Johnson 546-2586.

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

# Around The Patch

by Stu Simpson



## Me, the Beeve & the Beef

The sky was immaculate; a brilliant blue with the sun high and bright to the southwest. The wind was a bit stronger than I'd have liked, about 10 knots out of the south, but it would likely diminish as the evening progressed. Tractors and combines worked the open fields below as me & the Beeve ambled northward. I thought I might make my way to the Airdrie area to drop in on Jim Creasser. Apparently, the engine gods thought otherwise.

I was following the power lines, just outside the Calgary control zone, when my trusty (soon to be untrustworthy) Rotax 447 quit. It didn't quit all at once, mind you. No, it lost about 99% power first. THEN it quit all at once.

I was reminded of an ancient Chinese proverb that states; one man's engine failure is another man's glider practice.

My first reaction, more of a reflex really, was to push the nose down (that's my training coming through). My second reaction was to look for a field in which to land. Fortunately, I had half the province to choose from. My third reaction was to let loose a tirade of foul mouthed cursing and swearing that, no doubt, turned the sky even bluer.

## New Members

### Robert Anger 299-9550

Robert is 30 years of age, works at a variety of things and is currently trying to put together a float flying adventure in the Camen Islands.

### Dan Wells 245-4433

Dan works for the City of Calgary and is 30 something. Dan's father and brother fly conventional and Dan is in the process of changing them to ultralights.

### Ken Vancise 256-7013

Ken is 64 and has the tough job of being retired. Over the years he has collected tons of flying magazines and his wife finally kicked him out of the house to take up the sport. Ken soloed on September 25th.

### Mark Genereux 274-3951

Mark is in his 30's and works as a house framer and contractor. He has started flying, but is now trying to build a house before the snow flies.

The field of choice was one with only a few swaths cut into it. It bordered a road and even lined up with the wind. But I wasn't going to make it. The wind had pushed me a little further along than I figured. Silly me. I'd have to settle for a cow pasture.

It was quite a predicament, really. I was too low for the grain field and too high for the cow pasture. With a solid grasp of the fact that I was certainly not going to go any higher, I began a hard side-slip. The wind roared around the windscreen, causing my eyes to water and taking my breath so I couldn't swear anymore. About a hundred feet off the deck, I levelled out and set my glidepath. It seemed I was still miles too high.

My flight instructor preached many years ago to always assume there was a fence between two fields, even if you can't see one. He was right. And I was heading right toward one.

The Beeve had waited until we were past the middle of the pasture to quit flying. The ground was rough with hoof marks and gopher holes, but was easily manageable for the Beeve's landing gear (miraculously, there were no fresh cow patties in our way). Which brings me back to the previously noted barbed-wire fence. We were approaching it at a prodigious and somewhat unsettling rate, the Beeve being without brakes and all.

I had to stop. So I did just what Fred Flintstone would do - I stuck my foot out. And sure enough, the extra drag was all it took. Me & the Beeve came to a stop about 20 feet from the fence line with no damage to either of us.

I unhooked my harness and radio leads and clambered out of the cockpit. Setting my helmet in the seat, I started to look for reasons why the motor might abandon me.

That's when I noticed the stampede of cows (Charolais, to be precise) heading straight for the Beeve. Images of trampled dacron and mangled tubing flashed through my mind. I knew I had to save me plane from the cloven-hooved, cud-munching prairie-devils.

I figured the best defense was a good offense. I likely smelled pretty offensive right then, but I didn't think body odour would do the trick. So I ran right

at the herd, yelling and screaming and waving my arms in the air. They didn't even blink.

Suddenly, images of trampled leather and mangled limbs flashed through my mind. And I knew I really didn't give a damn about saving my plane from these cloven-hooved, cud-munching prairie-devils.

I turned and ran as fast as I could toward the fence. I scrambled over it, hoping the cows would notice the narrow wire and not trample through it to get me. The cows were kind enough to both ignore the Beeve and not trample the fence in order to trample me.

After catching my breath I realized the cows were likely just curious and perhaps not as malicious as their thundering charge might have indicated. But at the same time, I wasn't willing to venture back into the pasture to find out. So I plunked down on the grass and waited. Maybe the members of my new-found bovine fan club would prove to be fickle in the adoration and move on. Ya. And maybe pigs will fly.

So there I sat. The fearless aviator forced down over enemy territory and now held hostage by a herd of heifers. Bummer.

Then I noticed a truck coming through the field. Two men inside greeted me as the truck pulled up. I explained the situation as they tried to hide the smirks on their faces. They said the cows were nothing to worry about, not even the bulls in the herd. They offered their help, but I politely refused, and they drove off, wishing me good luck.

With a wary eye on those fattened farm friends, I reluctantly plodded back to the pasture where the Beeve sat. The cows watched intently as I neared the plane and spun the prop. The motor caught immediately, sending them scurrying in the other direction.

Ah ha!, I thought. Now I've got a weapon that'll keep these beasts at bay. The herd watched from a more respectful distance as I set to work trouble-shooting. The motor had no trouble idling, but would go no higher. As soon as I added throttle, it croaked. And the cows moved closer again.

I fired up once more, but the cows, realizing this little yellow monstrosity would likely do no harm, continued to wade in for a better look.

It's hard to examine a carburetor and look over your shoulder at the same  
*(continued on page 5)*

(Around - continued from page 4)

time. So I decided to extract ourselves from the situation. A gate in the fence, about fifty feet away, would be our escape route. I picked the Beeve up by the tail and wheeled it over to block the gate. Strangely, the cows stayed put.

I unlatched the gate and wheeled the Beeve through, the wings barely clearing the gate posts. Then the sudden thunder of hoof beats reached my ears. The cows were making a break for it!

I ran for the gate at full speed. If any of the cows escaped, the owner would bury me in cow pies. I won the race by mere inches. Panting, I picked up the gate and yanked it closed. The cows watched their path to freedom dissolve before their eyes.

Victory for me!, I thought. But that sentiment was short lived.

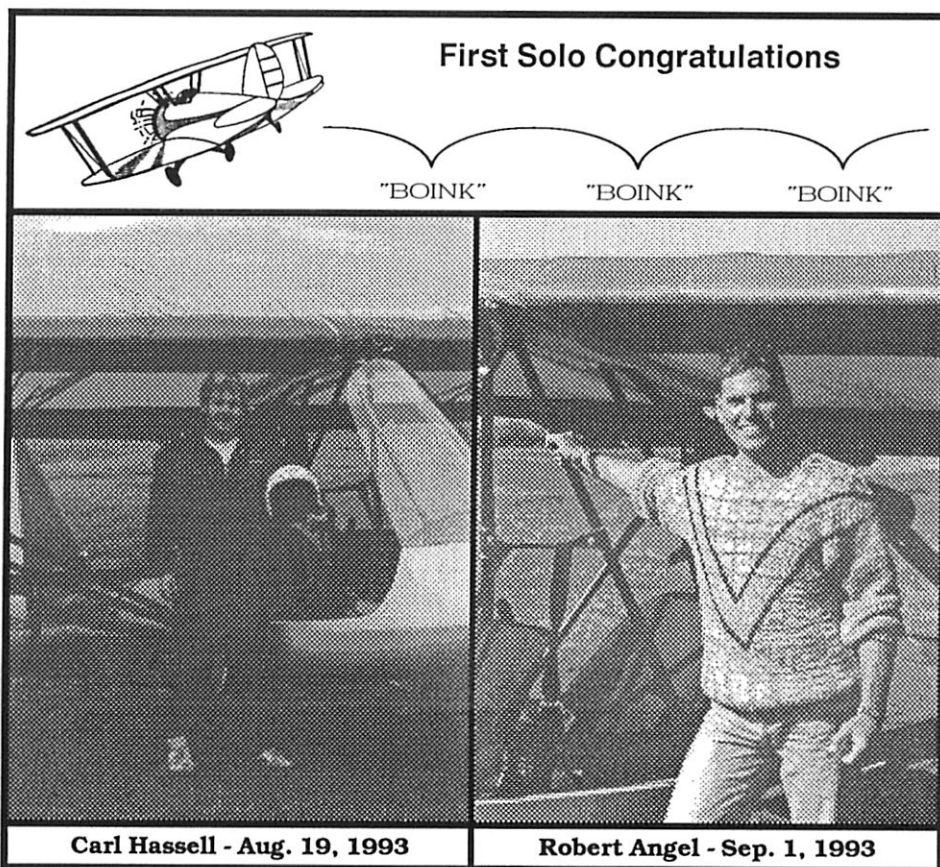
If you've ever tried to close a barbed-wire gate, you know they're much easier to open. This gate was no different. Except that it was exceptionally tough to close. It took 15 minutes of hard labour to get the wire hooked over the top of the gate post. All the while, those dastardly cows hovered nearby, ready to charge should the gate pop open again. And I still hadn't found my engine problem.

Finally, after about 45 minutes on the ground, I was able to work on my engine. And after a few more minutes I even found the problem. The clip that held the card jet needle in place, had sawed right through the needle. This caused the needle to drop into the jet and kill the motor. These needles have three notches on them and since I had set my clip in the centre notch, I still has one left. It took about 15 minutes more to get everything re-assembled, started and ready for takeoff.

As luck would have it, someone had put a road right outside the gate I'd fought so hard with. So when everything was set I firewalled the throttle. A couple hundred feet later we lifted into the rapidly darkening sky and turned for home. I couldn't help but wonder if the cows had as much fun down there as I did. After all, the engine failure was the most exciting thing that happened to any of us that day.

*"Wise men talk because they have something to say; fools talk because they have to say something."*

- Plato



## A Little Prop Wash

by Douglas J. Ward

As most of you members may now know, I made the decision to purchase the now infamous Beaver RX650. Due to many circumstances beyond my control, this plane does not seem to have been the one to have invested in. BUT, I have decided that this aircraft is worth the extra effort and money which will be required to make it a very safe and reliable ultralight aircraft.

After learning that there was a problem with the AULA RX650, it also became apparent to me that there must also be something wrong with the "I" registered RX650. This "something wrong with" information is not an easy thing to find out. After becoming a FAX partner with a fellow in Quebec, who also owns a 650, we both decided that this little plane was worth the extra time and money to make it right.

There were all these little bits of information which were floating around about the problems with the plane, but there was really nothing concrete. I felt that I perhaps knew what one of the problems was, but without knowing the actual problems found by Transport Canada, what I thought I knew really meant nothing. I wrote to Lindsey Cadenhead and did receive a reply, but this really didn't tell me what I felt I needed to know. I

decided to make a phone call to Lindsey and speak to him directly about my concern. It was a fairly productive call for me and it also gave me the name of another fellow to call about these 650 problems.

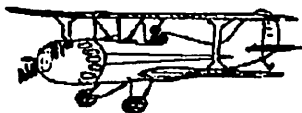
I made a call to Ted Slack of the National Recreational Advisory Council. Ted was able to give me a bit more information on the 650, which did tend to lift my spirits a bit. I do believe that this RX will safely fly.

The big bonus of the calls to both Lindsey and Ted was that I learned a great deal about how rules are made and also how rules may be changes. This is where I was asked by Ted Slack to help participate in this process. I was asked to be the spokesperson for the thoughts of the CUFC. I would become a representative on the Advisory Board of the NRAC for the CUFC. This would mean that any rule changes that the NRAC would like to put to TC for consideration would first be sent out to various flying organizations across the country for discussion and debate. We would hash out what we thought of it as a group and I would send back a response from the CUFC as the Advisory Board Representative. This information would then, in fact, be considered by both the NRAC and TC in the making of the big decisions.

It is my understanding that this  
(continued on page 6)

# One Pilot's Opinion

by Bob Kirkby



## Circuits

Last month Paul Hemingson discussed circuit procedures in his Safety column. If you read it you were probably wondering where Figure 1 was that he referred to. Unfortunately, he forgot to give me the Figure, and, although I read the article as I was putting the newsletter together, the fact that I didn't have the figure just didn't sink in. I still don't have his figure, but knowing what he was referring to, I took the liberty of reproducing the appropriate page from the A.I.P. (see inset).

I would like to add a few things to Paul's discussion of last month.

The inset shows and describes the appropriate ways to enter and leave the circuit at an UNCONTROLLED aerodrome. My experience is that most ultralight pilots, and many conventional pilots, do not follow this procedure correctly. If a Mandatory Frequency (MF) is in effect then a few short cuts are permitted, provided the pilot makes the appropriate radio calls and is clear of all traffic. A NORDO aircraft, as most ultralights are, must follow the complete procedure since the pilots can not make the necessary radio advisories.

You will notice from the inset that the proper way to join the circuit is from the upwind side, or directly onto downwind if there is no conflicting traffic. I quite often see pilots join the downwind from the downwind side, at 90 degrees to the downwind (I have done it myself in the distant past). This is incorrect, especially NORDO! As you can see from paragraph (v), if you are following MF procedures, you can join at 45 degrees to downwind, or straight in on base or final, but NOT if you are NORDO.

### *(Prop Wash - continued from page 5)*

process would indeed give us, members of the CUFC (the actual ultralight fliers), a chance to have a part in any rule changes. We all hope that these changes would be to our advantage, so I feel that we must take his opportunity to participate in this process. If we don't try to participate now, then we really will have no place to complain later.

Another very important rule is circuit height. You must join the circuit at the appropriate circuit height, which is 1000 ft AGL unless otherwise stated in the Canadian Flight Supplement. (In the inset AAE = A b o v e A e r o d r o m e Elevation, which is essentially the same as AGL).

The reason this is so important is that you will most easily see other traffic in the circuit if you are at the same altitude, and visa-versa. This is critical if you are NORDO, but even if you are making radio calls the other traffic will be looking for you at circuit height. To reach 1000 ft AGL, you must descend on the upwind side and establish circuit height before crossing mid-field to join the downwind.

If you need to overfly mid-field to check the windsock prior to choosing a runway, you must do that at 500 ft above circuit height (1500 ft AGL), or higher, and then return to the upwind side (if you are not already there) before descending to circuit height.

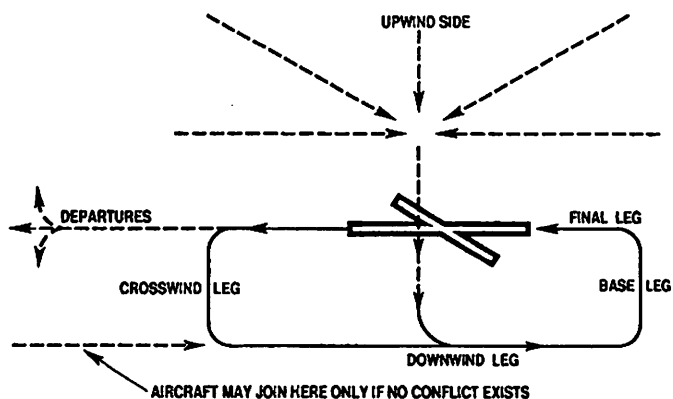
Please read the inset carefully

and follow it. For a NORDO ultralight at an MF aerodrome, mixing with conventional traffic, knowing and following the procedures can mean the difference between an enjoyable flight and a ruined day.

RAC 4-16

A.I.P. Canada

FIGURE 4.6 - Standard Left-Hand Circuit Pattern



- NOTES**
- 1: Circuit normally flown at 1 000 feet AAE.
  - 2: If a right-hand circuit is designated, the opposite of this diagram is applicable.

#### (a) Joining the Circuit

- (i) Landing and takeoff should be accomplished on or parallel to the runway most nearly aligned into the wind. However, the pilot has the final authority and responsibility for the safe operation of the aircraft and another runway may be used if it is determined to be necessary in the interest of safety.
- (ii) Unless otherwise specified or required by the applicable distance from cloud criteria, aircraft should join the downwind leg, or enter the crosswind at an altitude of 1 000 feet AAE. When joining from the upwind side, plan the descent to cross the runway in level flight at 1 000 feet AAE or the published circuit altitude. Maintain that altitude until further descent is required for landing.
- (iii) If it is necessary for an aircraft to cross the airport prior to joining the circuit, it is recommended that the crossover be accomplished at least 500 feet above the circuit altitude. All descents to circuit altitude should be made on the upwind side or well clear of the circuit pattern.
- (iv) **No MF Procedures:** Where no MF procedures are in effect, aircraft should approach the traffic circuit from the upwind side, or, once having ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established within the circuit, the aircraft may join the circuit on the downwind leg (Figure 4.6).
- (v) **MF Procedures:** Where MF procedures are in effect and airport and traffic advisory information is available, aircraft may join the circuit pattern straight in or at 45° to the downwind leg, or straight in to the base or final approach legs (Figure 4.1). Pilots should be alert for other VFR traffic entering the circuit at these positions and for IFR straight-in or circling approaches.

#### (b) Continuous Circuits

Aircraft performing a series of circuits and landings should, after each takeoff, reach circuit altitude before joining the downwind leg.

#### (c) Departing the Circuit or Airport

Aircraft departing the circuit or airport should climb straight ahead on the runway heading until reaching the circuit traffic altitude before commencing a turn in any direction to an en route heading. Turns back toward the circuit or airport should not be initiated until at least 500 feet above the circuit altitude.

TRANSPORT CANADA

JUNE 25, 1992