



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

May 1996

## Formation Flying

by Kelly Kuzyk

Want to try something new and expand your flying skills? Formation flying could be for you. However, there are certain considerations that must be addressed first.

The first concern is that of safety, which must be the top priority above all else. More on this topic later.

Another consideration to be dealt with is whether or not the types of aircraft being used for the formation are compatible in performance. Dissimilar performance can cause complications if there's a difference between aircraft in climb and cruise speeds, or inabilities to handle turbulence. Ideally, the aircraft in the formation should be of the same type, or at the very least, of similar performance.

Formations made up ad hoc are not recommended as lack of communication and unknown intentions can lead to dangerous situations. Therefore, the first rule is to ensure that a thorough ground briefing takes place. A formation leader should be designated, who will then make clear his intentions for the flight, the sequence of different formations (if any), how any changes of lead will be executed, and how emergencies will be handled. Each member will be designated a position and number, and they must be clear as to the call-signs of

the other aircraft, and the position they'll be in. The leader is also responsible for lookout and navigation of the formation.

Radio's are highly recommended for formation work, which will eliminate any guesswork when it comes to who does what and when. Also, any air traffic control communications are handled by the leader for the whole formation.

Once all the questions are answered on the ground, it's time to take-off. There are two types of take-offs, stream and formation. In the stream take-off, the aircraft line up on alternate sides of the runway (with a crosswind the leader forms up on the downwind side). The leader starts his roll and the others follow at the pre-briefed interval, normally between 5 to 10 seconds. With larger formations, it's usually easiest to catch up if the leader flies straight ahead for a good distance, and then starts a turn. The following aircraft cut the corner and aim for the point where the leader will be.

Full formation takeoffs should only be attempted by experienced formation

pilots. A modified technique can be applied, whereby the interval between departing aircraft is decreased to 5 seconds or less (care must be given to wake turbulence in this instance).

Once in the air and caught up you may join formation, remembering that the aircraft has inertia and will not slow down instantly. Each aircraft should join-up with the leader from slightly below in order to keep lead in sight at all times. When joining the formation, the wingman must do the join-up from the rear starting from a spot approximately two wing spans out from the leader. Therefore, if the overtake speed is too great, one can safely pass without risk of a collision.

The basic echelon position should be used as a formation training starting point. The wingman's position is defined by aligning two visual reference points - the centre of the lead aircraft's wingtip is lined up with the nose. The distance between wingtips should be approximately half a wingspan, which places the wingman about level with the leader's tailplane. For less experienced pilots, add more distance until you feel comfortable. After several hours of practice you can determine the separation distance best suited to your comfort zone.

Now that we've formed-up we can discuss turns. In early formation practices all turns should be initiated by radio: i.e. "Turning right, Turning right, now (or "go", whatever was discussed in the ground briefing). This is where the skill and (continued on page 3)



Don Roger's Husky Norseman beside Ray Mackell's RC look-alike.

## The Net Minder

by Wilf Stark

This month on the Internet, I checked out the Aviation Web site at <http://www.avweb.com>. You need to subscribe on-line to get access to Avweb. The access is free, but it takes about 15 minutes to complete the questionnaire about your profile and interests. You can't subscribe if you don't have a current E-mail address with an Internet service provider.

Once I was finally into and browsing Avweb, I noticed the service is focused primarily on the U.S. market-place and clearly favours private, commercial, and corporate pilots' interests. Avweb does have about eight different choices for accessing on-line weather services, and although some are very slick, all the information ends at the Canada/U.S. border.

Synopsis: I recommend that ultralight pilots spend only their very last 15 spare minutes of monthly Internet time on Avweb.

Consolation Prize: Since I spent this month advising you where not to go on the 'Net, next month I'll provide more details on Cavnet, Canadian Aviation Magazine's website.

Remember, don't spend too much time on the 'Net, it takes away from your real life.



### Executive

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### Skywriter Staff

**Editor:** Bob Kirkby 569-9541  
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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 or Fax to 403-291-1112.

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

R.C.A.F. Association  
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## Classified

**Chinook** - 2 place, 1985, 2 hrs on rebuilt Rotax 447, cabin heat, battery, headlight, strobe, TPX-720 Terra radio w/PTT, good instrumentation, complete manuals, & 7200.00. Ray Waller 274-4388.

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**Intercom** - 2 place Ultracom including 2 headsets, in good condition, \$400.00. Chris Kirkman 280-1843.

**Rotax 447** - with gear box, wood prop, exhaust, carb, 40 hrs, \$600.00. Dave Dedul 403-823-6054.

**Jeppesen** - CR-3 circular flight computer, new, \$20.00. Bob Kirkby 403-569-9541.

**Kolb Wings** - like new, ready to fly. Jim Creasser 226-0180.

**Props** - 2 wood props: 64 x 32 and 64 x 34, \$200.00 for both. Damien Belanger 1-823-3027.

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

## Coming Events

**May 4-5** - Wetaskiwin Flying Club Annual Fly-in Flea Mart/Trade Show, Wetaskiwin Airport. Contact Ernie Rind (403) 352-0013.

**May 18-19** - Edmonton International Air Show, Edmonton International Airport. Contact 403-890-8055.

**May 26** - Camrose Flying Club's Annual Fly-in Breakfast, Camrose, AB, 07:00 to 12:00. Free photo of your aircraft landing. Contact Glenn Lyseng 403-672-5547.

**May 26** - Annual Calgary Flying Club/RAA Fly-in Breakfast, 08:00 to 11:00, Springbank Airport. Contact Club at (403) 288-8831.

**June 2** - Lacombe Annual Fly-in Breakfast, Lacombe, AB, 07:00 to 13:00. Contact Ed at 403-886-2509.

**June 9** - Hinton Flying Club Fly-in Breakfast & Mini Air Show, Hinton, AB, 09:00 to 11:00. Contact Loren Lewis 403-865-7440.

**June 9** - Innisfail Flying Club Fly-in Breakfast, Innisfail, AB, 08:00 to 12:00. Contact Eldin Wlatter 403-343-1709.

**June 15-16** - Okotoks Flight Centre Transportation Days fly-in, vintage aircraft, aerobatic flying. Contact OFC 938-5252.

**June 16** - High River Airport Fly-in Family Fun Day, 09:00 to 16:00. Hamburgers available 11:00 to 13:00. Contact 403-652-3444.

**July 7** - Newell Aeronautical Society fly/drive-in Breakfast, Brooks Airport, AB, 08:00 to 11:00. Contact Dale Porter 403-378-4536.

**July 13-14** - Wings Over Calgary Air Show, Springbank Airport. Contact Sheila Epp (403) 276-2176.

**July 20** - Kirkby Field Annual Fly-in Breakfast, 08:00 to 13:00. Contact Bob Kirkby 403-569-9541.



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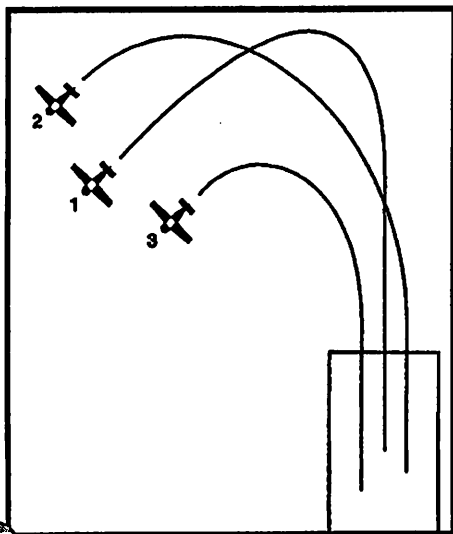
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*(Formation - continued from page 1)*

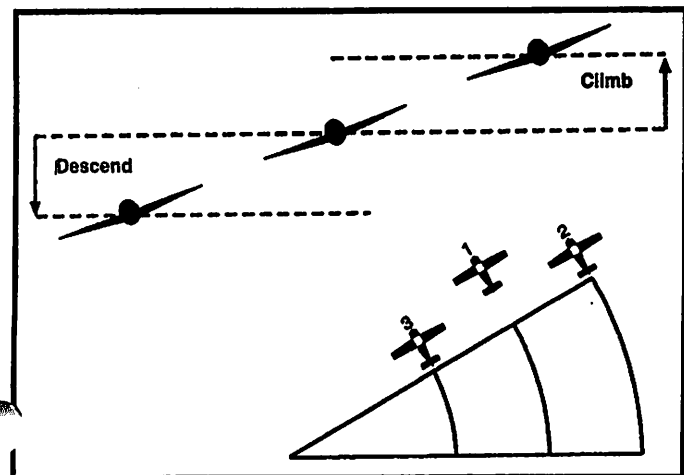
practice comes in. As the leader begins the turn, aircraft on the inside of the turn have to slow down and descend slightly to maintain their position on the leader. Aircraft on the outside have to accelerate and climb. You'll notice that a lot of extra throttle will be required if the leader rolls too quickly. This is why all turns should be broadcast early, and be fairly gentle until everyone has had some practice.



*Joining up after a stream take-off.*

If at any point a wingman loses sight of the leader in a turn, you should call "Breaking away" and break completely away from the formation. Don't attempt to rejoin until you're safely clear. Then re-join from the rear as noted above.

Note that if you are the middle aircraft in either side of the echelon turn, this action will cause any aircraft following



*Turns in formation.*

you to break as well. Good communication is the key here.

Once into the actual formation practice you'll notice that maintaining position will require the throttle being constantly adjusted. You might consider loosening the throttle friction on your aircraft so that you're not constantly over-correcting with the power. Also remember that over-correcting is a natural tendency at first, often leading to fatigue (mental and physical), so keep the first formation practices short, 20 to 30 minutes should do nicely.

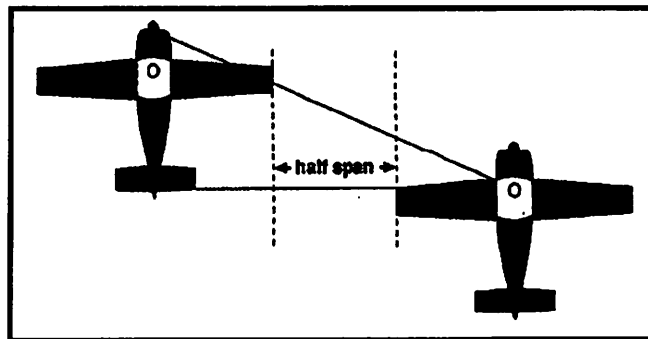
The success of a formation is dependant on the skill of the leader. He should never use full power. This enables the rest of the formation to have a power reserve for manoeuvring. All power changes must be slow and gradual, especially in aircraft that have low power margins (ultralights). Roll and pitch changes should be made in one smooth and continuous movement. All echelon-left or echelon-right turns are always made away from the formation, never towards it.

Now comes the time for getting back down, which can be accomplished with a break, followed by a stream landing. The leader must arrange the formation so that the echelon is opposite from the direction of the break (ie: echelon left for a right break) on the upwind side of the runway. On the command "Breaking Right, Breaking Right, Now" (or "Go") the lead rolls and climbs (or descends, as per brief) away from the formation. The next aircraft continues ahead and, at the pre-arranged interval also breaks, keeping the leader in view on the horizon.

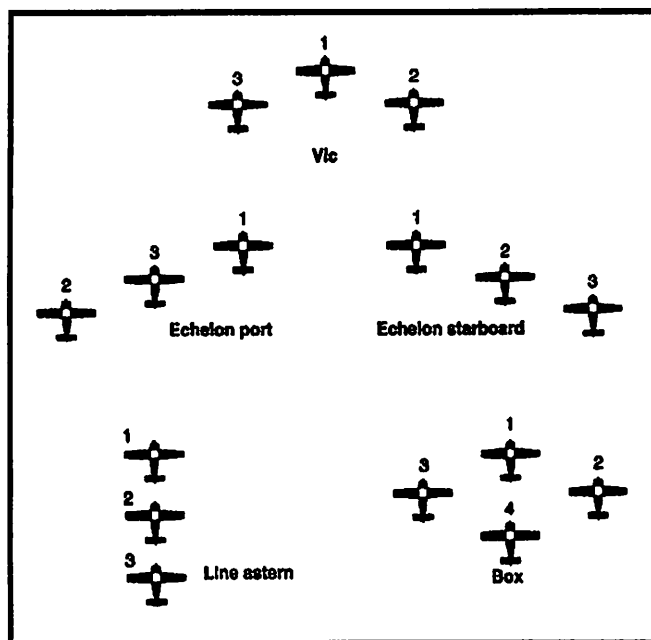
This technique continues until all the aircraft are line-astern and properly spaced for a safe landing. Once back on the ground a good debrief should be carried out. This enables everyone to learn from the experience and pass on any pointers or concerns.

Remember that formation flight is not only great fun, but also enhances your basic flying skills. Nothing looks better than a well flown formation of aircraft. Keep in mind that formation flying can be dangerous. But the danger is greatly minimized with the essential elements of prior training and briefings, good communications, and by following some common sense rules.

Fly safely and take care.



*Basic echelon position.*



*Formation patterns.*

## President's Message

by Ed D'Antoni

Well it's May now and I still haven't been flying in an ultralight this year. With the winter we've had I just can't seem to get motivated about flying. But, with any luck we should have the old Rans S-12 flying very shortly. That ought to motivate me.

I spent the last two weeks in Peterborough, Ottawa, and Montreal. I was invited to fly a friend's Rans S-14 in Peterborough, but the weather just didn't co-operate.

While in Ottawa I was able to meet with Lindsay Cadenhead. Our discussions, of course, centred around Ultralights and Recreational Flying. Lindsay indicated the new CARs would be in effect by the end of July. The new rules will be as previously advertised. The gross two place ultralight weight will be 1200 pounds. The reasoning behind this is the mostly-standard 1045 pound international weight, plus a float and/or ballistic chute allowance to bring the total up to 1200 Pounds. There will be no exceptions or additional weight allowances. The minimum required available payload is expected to be about 500lbs. This would mean the empty weight for an ultralight grossing 1200 lb would have to be 700 lbs.

Ultralight pilots will be allowed to fly homebuilts on their UL licences if the homebuilt fits within the ultralight limits, and if the following conditions apply: 1) The pilot must be the owner



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of the aircraft, 2) you are the owner/pilot before the new CARs go into effect, 3) The privilege of flying a homebuilt with an ultralight licence is cancelled once aircraft ownership changes.

There is now a \$40 per year medical registration fee. Ultralight Pilots get a bit of a break and only have to pay \$185 for the 5 year medical registration.

Consideration is being given to crediting all 3 axis ultralight time towards the Recreational licence. Once your CFI has decided you are competent to fly a recreational aircraft he can sign you off to challenge the flight test.

That covers the meeting with Lindsay Cadenhead. Until next month, fly safely.

## Calling All Air-Heads

Are you an Air-Head? You might be if you know the answers to these questions.

1. In what year did the CT-114 Tutor enter service? What company made it and what was the only other country to use it?

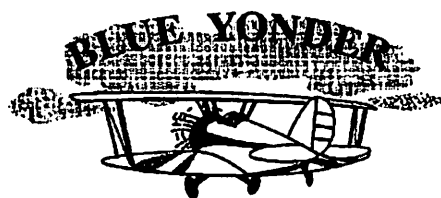
2. Who was Canada's leading fighter ace during World War II? How many planes did he shoot down?

3. Both the A-6 Intruder and the F-111 Aardvark have had versions produced as electronic counter-measures aircraft. What were the designations of these airplanes?

4. Propellers are often described by numbers. For example, 64 x 32. What measurement do each of these numbers represent?

5. What was the designation of the follow-on version of the venerable Douglas DC-3? Which military service used it and where can one be found in Calgary?

Look for the answers elsewhere in this issue.



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## Around The Patch

by Stu Simpson

### Coincidence

The first thing you have to realize is that these things happen to me. I don't plan on them, I don't go looking for them. But odd little coincidences, strange inter-connected events, like you'd find in the Twilight Zone, just somehow manage to find me. And these twists of fate often make my life very interesting. Oh, I almost forgot. They usually happen in three's.

Here's a really good example.

My wife and I were in Eau Claire Market a few weeks ago. We were doing some shopping prior to seeing an IMAX movie, the central theme of which was flying. While there, we bumped into one of her brothers. The three of us chatted for a while, then he said to me, "Oh, by the way, I bought you a book."

Something clicked in my mind, a signal of sorts that told me to sit up and take notice. Call it clairvoyance, call it B.S., call it what ever you want, but I knew that fate had a little surprise in store for me.

Greg, my brother-in-law, went onto explain that he'd acquired for me a copy of "Wind, Sand, and Stars" by Antoine de Saint-Exupery. For those who don't know, Saint-Ex, as he was called, was a famous pilot and author from the 1920's, 30's, and 40's. His writings are legend and are considered essential reading for aviators. I'd always wanted to read his stuff, to see what all the fuss was about, but I'd never come across any of it.

I was flattered by Greg's thoughtfulness and generosity and made arrangements to pick up the book after my bride and I saw the movie.

Okay, that's the first part of the coincidence.

We soon wandered over to the theater area, bought our tickets, and went inside. Here, I began perusing the lobby displays promoting the various IMAX features.

One of the displays detailed the picture we would see, "Wings of Courage", which was filmed mostly here in Alberta in 1994. It documents the

story of a flyer named Henri Guillaumet, a pilot for a French air transport company called Aeropostale. In June of 1930, Guillaumet took off from Brazil to forge the first airmail route westward over the Andes mountains to Santiago, Chile.

Guillaumet crashed in the Andes and survived six days. He was finally able to walk out and was rescued by mountain people.

But get this. I learn from the display that one of Guillaumet's comrades, a man who was a fellow pilot with Aeropostale, and was in fact Guillaumet's supervisor, was none other than Antoine de Saint-Exupery. Saint-Ex is actually a central character in "Wings of Courage".

That's the second part of the coincidence - gives me goose bumps just thinking about it.

I knew there'd be another, a third coincidence linking everything together in a nice, neat, and enticingly strange package. But I couldn't even hope to guess what it would be, or in which form it would come.

It was a week-and-a-half arriving, but it was worth the wait. And it happened at a most appropriate time, too.

At the April CUFC meeting, one of the people sitting at my table was Challenger jock, Andy Gustafsson. We were all engrossed in our usual pre-meeting hangar flying session when Andy told us he'd seen something odd recently.

He stated that he was driving on Highway 21 about ten miles south of Three Hills when he noticed an

unusual building. He described the structure as, quite simply, an airplane hangar by the side of the road. But there was no airfield visible, no runways of any sort. The really odd thing about it though, was what was painted above the hangar door - the words 'Santiago de Chile'.

That was it! The third coincidence!

I outlined the whole string of events to the boys, explaining that the building was almost certainly part of the "Wings of Courage" movie set.

My coincidental trilogy was complete. All that remained to finish the story was to fly to the site and see the building myself. It's hard to explain, probably harder to understand, but I almost felt compelled to make the flight, as though it was required by destiny.

Jim Corner, who's always up for a good adventure, agreed to fly with me. We set out in our airplanes on a blustery morning in mid-April, making our way to the intersection of Highway 21 and the Kneehill Creek. Andy's description of the location of the 'hangar' sounded like it was very close to there.

We were disappointed, though, to find only an abandoned farm on the edge of the coulee, and nothing that even remotely resembled the subject of our quest. We decided to set a course for Three Hills and see what we could find on the way.

A few miles later, we came across another, much shallower coulee, but there was still nothing down there to interest us. Then, both at the same  
*(continued on page 6)*



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(Around - continued from page 5)

time, Jim and I saw a building two miles further north that looked like a hangar.

My excitement grew as we drew steadily closer to the building. Soon enough, painted letters appeared above the door and I was able to discern the words that Andy had seen - 'Santiago de Chile'. And there was more. The words 'Aeropostale General Companie' were painted on the roof, visible only to those who fly low and slow, and who care enough to look.

Jim and I landed at the Three Hills airport and I phoned another of my wife's brothers, who lives in the town. He drove us to a cafe for pie and coffee, and then added another verse to the tale.

Apparently, a local farmer had heard the producers of "Wings of Courage" were disposing of the movie set and offering the buildings to those who'd come and get them. So the farmer went and got one, which explains how Saint-Exupery's Aeropostale hangar at Santiago de Chile wound up at Three Hills, Alberta. It also explains how we found it so much easier than Guillaumet did.

On the flight homeward, Jim and I parted company east of the Twin Stacks. Alone in the sky, I reflected with utter amazement at how fate had woven a few singular events into such wonderful coincidence. And I was glad these things happen to me.

## News... ...from the Blue

### Law Laid Down On Las Vegas Lasers

The U.S. Food and Drug Administration has banned any outdoor laser light shows within 20 miles of any of the three airports in the Las Vegas area. McCarran International airport alone has 51 reports of pilots being temporarily blinded by laser beams used in outdoor shows on the famous 'Strip'. The FDA is the agency governing the use of lasers because of earlier medical uses.

### Quotable Quote

In recent U.S. budget debates the Chairman of the House Budget Committee had an interesting opinion on funding for the B-2 Stealth Bomber. He said, "If the B-2 is invisible, just announce you've built a hundred of them and don't build them." Spoken like a true politician.

### Honda Jet?

Japanese car manufacturer Honda has built, and is testing a light-weight turbofan jet engine in California. The engine weighs 485 pounds and produces 1800 pounds static thrust. It's currently flying on the forward fuselage of a Boeing 727 test plane and ought to make an interesting addition to next year's Civic hatchback.

### Space Agency Grant To Kitplane Manufacturer

NASA has awarded a research grant to Stoddard-Hamilton to explore quality control and non-destructive testing techniques for composite structures. Stoddard-Hamilton produces the Glassair and Glastar lines of composite homebuilts.

### Someone Forgot Their Boeing

At Kent International Airport, in southern England, someone has left a Boeing 707 sitting on the ramp collecting dust. The jet, registered to a Saudi company, landed at Kent last October and the crew hasn't been seen since. It's equipped with luxuries such as a four-poster bed, a jacuzzi with gold fixtures, and more. At least fifteen creditors have taped writs to the exterior of the plane claiming more than \$200,000 in debts, including parking fees in excess of \$25,000.

### Don't Drink and Dive

A Florida man was killed recently because of drunk diving. Skydiving, that is. The man jumped barefoot from 10,000' with an incorrectly attached parachute. The FAA claims the chute would have still functioned had the ripcord been pulled. An autopsy on the jumper's somewhat splattered remains revealed a blood alcohol level of .210 percent. The legal driving limit is .08 percent.

## Air-Heads - Answers

1. The Canadair Tutor entered service in Canada in 1965. It was also used by Malaysia as a light strike aircraft.
2. George Beurling shot down 30 German aircraft during WWII.
3. The EA-6B Prowler is Grumman's ECM entry, and the EF-111 Raven (also called the Electric Fox) is General Dynamics'.
4. The first number indicates the prop diameter in inches. The second number represents the pitch, measured as the number of inches the prop moves forward with each revolution.
5. It was known as the R4D-8, a stretched and more powerful DC-3. It was used immediately after WWII only by the U.S. Navy and Ken Borek Air has one sitting on their ramp at the Calgary Airport.



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# One Pilot's Opinion

by Bob Kirkby

## Comm Talk

At a recent gathering of mostly conventional pilots I encountered the familiar complaints about slow ultralight airplanes causing congestion in the circuit when mixing it up with conventional airplanes. One Bonanza pilot related a story of entering the circuit at a local community airport in his "not particularly slow airplane", as he put it, and just missing an ultralight as he overtook it on downwind. The Bonanza pilot showed particular irritation at having found the "slow" ultralight in front of him and suggested that it was unsafe to allow ultralights without radios, or pilots who don't use their radios properly, in the same circuit as the heavy metal boys. One can only imagine how the ultralight pilot felt as the Bonanza ruffled his tail feathers. Legally the ultralight pilot had every right to be using the airport without a radio, and technically the Bonanza pilot should have been on the lookout for NORDO aircraft, however, it is obvious that measures could and probably should be taken from both points of view to increase everyone's safety margin.

As one who regularly flies both ultralight and conventional I have found myself in the circuit a number of times with aircraft of very different speeds, and not just between ultralight and conventional. Last summer I had an interesting experience. My son Keith and I were in my Cherokee and had just entered the circuit at a small community airport. We heard a call on the radio from a Citation pilot reporting 5 miles out and in-bound for the same airport. We made an extra radio call to make sure the Citation driver knew where we were and carried on downwind. Just as we were turning base, however, he announced that he was joining the downwind behind us. For the rest of the approach we both could feel that Citation breathing down our necks and all we talked about was getting on the ground and clearing the runway. Not the best frame of mind to be in. I suspect the Citation pilot, who is used to ATC clearing the sky for him, was just a little irritated that he had to share the circuit with a lowly Cherokee.

So the requirement of pilots to jockey for position in the circuit when their

circuit-mates are either climbing up their tail pipe or blowing smoke in their face is nothing new. The radio procedures that we are all taught to follow in flight school are designed to help prevent two airplanes from occupying the same space-time coordinates and make the job of flying the circuit easier and safer. The problem arises when one or more of the circuit users is NORDO or does not use his (her) radio properly.

With the dramatic increase in ultralight airplanes around in the last few years it is only natural that there will be more traffic at the smaller airports that once were used exclusively by small conventional airplanes. Unless the airport has been designated as a Mandatory Frequency Aerodrome, it is completely legal to fly in and out without a radio. But this does not necessarily mean that it is safe to do so.

Lest we overreact here, I should point out that in my few short years of flying experience, I have encountered many conventional pilots who regularly fly without turning their radio on simply because they do not like using it. In fact, a couple of years ago I flew up to North Battleford, Saskatchewan, to look at an airplane that was for sale. When I asked the owner why he was selling it, he replied that he had flown for some 30 years without a radio but a few years ago was required to get one in order to operate from North Battleford, which is now an MF aerodrome. He had found this to be such an invasion of his freedom that he decided to sell his airplane and give up flying. Hard to believe, but that's the story he gave me. (He expressed such disdain for other regulations that I decided not to pursue the purchase of his airplane for fear of the unknown.)

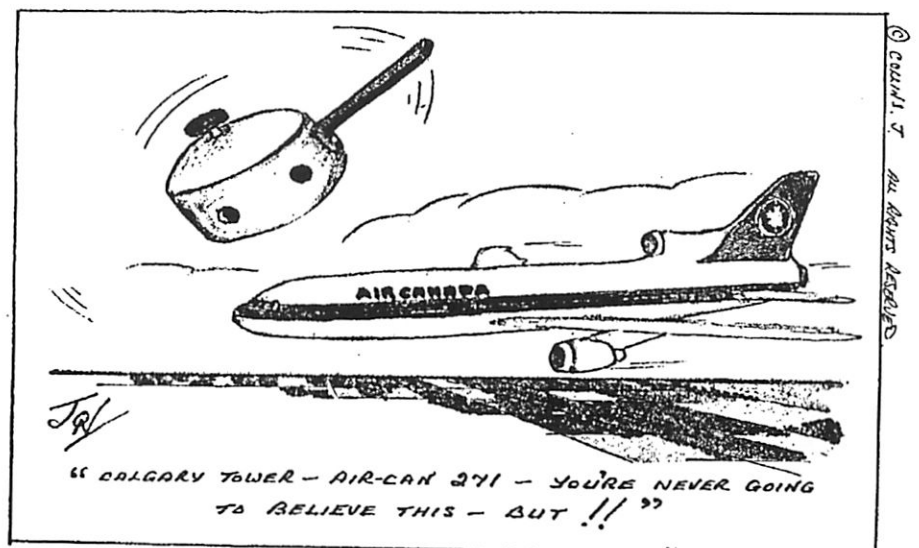
The gist of what I am rambling on about is that prudence dictates you should install some form of VHF Comm Radio in your ultralight, unless you are restricting your flying to isolated farm strips with no other traffic around. However, even for the isolated flyer it is only a matter of time before you want to fly into one of the many community airports we have in Alberta where you are likely to encounter other traffic. You will have to learn to co-exist with faster aircraft and adapt to their practices.

The recent survey of the Calgary Ultralight Flying Club members, conducted by Stu Simpson and Wilf Stark, showed that 53% of our ultralight owners have VHF radios. Although we don't have a previous survey for comparison, I know from the talk around here that this statistic is on the increase. There seems to be quite a lot of interest lately in acquiring radios and this is something I would like to strongly encourage.

Anyone who has asked if I would like to go flying with them (alongside me and my Renegade) has received the curt reply, "Not unless you have a radio." Perhaps that's why I don't get asked much anymore! The bottom line is that the extra measure of safety afforded the radio-equipped pilot is well worth the cost, which varies from \$450 to \$800 for a good quality handheld radio.

Since I have exhausted my column space for this month, I will defer the balance of this article to next month in which I will present a comparison of all the handheld VHF radios known to me, with pricing and availability.

Stay tuned!



## News...

## ...from the Blue

### **He Should Have Phoned Ahead**

An Australian millionaire-adventurer recently completed an around the world flight in a Sikorsky S-76 helicopter. But Dick Smith reports that he was faced with astronomical landing costs in many parts of the world. For instance, it cost him more than \$18,000 US to fly across Russia, which included six landings, handling, navigation, and interpreter services, but not fuel. A single landing in Taiwan cost \$850 US, not including fuel. And in Japan he was faced with a charge of more than \$13,000 for four landings, which he was able to whittle down to a mere \$5000. The best deals were in Canada, where there were no landing fees.

### **Air Force Two A Former Gun Runner**

Documents in the U.S. reveal that the Boeing 707 known as Air Force Two was once used to carry contraband. U.S. Customs agents seized the plane in 1981 along with two British citizens and a truck load of illegal guns destined for South Africa. The plane was later turned over to the White House VIP fleet, at no charge, and refurbished to its present condition.

### **Hangin' In There**

The copilot of a TWA Boeing 727 is reported to have been jury-rigged with ropes and seatbelts so that he could hang out of the airplane and close the rear airstair mechanism. The stairs, which lower from the rear of the tail-cone, had burst open at 30,000 feet. The plane descended to 3000 feet, where it was closed by the copilot, and the flight continued safely on to San Antonio, Texas.

### **Oh Stewardess, A Cappuccino Please**

British Airways is making quite a froth with claims of having perfected the inflight cappuccino. This is no small feat since the gourmet coffee loses its froth at the 8000' cabin altitude found in airliners. BA's new on-board coffee makers put the froth back in, or rather, on the cappuccino, which is one of the most requested items by passengers. The service will be offered initially to

first class passengers, and will then filter down (pun intended) to the cheaper seats.

### **Sorry, No Birds On This Flight**

An elderly lady recently tried to bring her pet canary with her on a charter flight. She claimed that the bird could be useful in detecting low oxygen levels on board. She declared, "If he drops dead you'll know when to let us have the emergency masks." The bird stayed home.

### **All Strung Up**

A British Airways passenger on a connecting flight to Milan realized she'd left her glasses on the previous airplane. Trouble was, the plane she was currently on was already taxiing. But a BA customer service agent retrieved her glasses and met her plane on the ramp. The captain lowered a piece of string from the cockpit window, the agent tied on the specs, and they were pulled aboard. One wonders where you'd find string aboard an airliner.

### **You Know You're Having A Bad Day When...**

...you burn down the Tiger Moth you spent 22 years rebuilding. That's what happened to an Australian man on the first anniversary of the Tiger Moth's return to flight. The plane was on it's takeoff roll, caught a bad crosswind and crashed. Leaking fuel caught fire and destroyed the airplane, along with 1,000 hectares of scrub and forest. At one point, there were more than 100 fire fighters and two water-bombers fighting the blaze.

### **Lost Halifax Bomber Recovered**

The Halifax Association of Canada has recovered a Handley-Page Halifax bomber from the Norwegian lake where it crashed in April 1945. The plane was located in 1982, but it took until September of last year to finally get the bomber to the surface. The plane is apparently in remarkably good condition and is now back in Canada, where it will be restored for display at the Trenton Memorial Museum.

### **Kuzyk Trades Challenger For Unpronounceable Homebuilt**

Long-time CUFC member Kelly Kuzyk has traded off his single-seat Challenger and acquired a 23 year-old

homebuilt. Kuzyk is the proud owner of a Czech design called a Cujtkovic (pronounced jet-ko-vec, we think), a single-seat, low-wing, tail-dragger that's been likened to a shrunken Chipmunk. This all-wood, fabric covered plane sports a 65 hp Continental, cruises near 100 mph, and has only 170 hours on it. Congratulations Kelly.

### **Builder Updates**

Many CUFC aircraft builders are making progress towards finishing their airplanes. Carl Forman says he's having a bit of trouble finding time to build his miniMAX, but he's got the fuselage sides together and will soon be completing the cockpit floor, the diagonal bracing and plywood gussetting on the fuse'.

Don Usher has the landing gear completed and attached to his miniMAX fuselage. He reports the gear was the toughest part of the project so far. Usher's 'Max sports the sleek full enclosure canopy and 'razor-back'. He'll be moving on to the tail feathers next.

Still with miniMAX's, Brian Vasseur reports his plane's entire structure is complete. He's also got his engine mount and tail wheel welding done and is planning to have his pre-cover inspection done sometime this month with covering starting in June.

Fred Wright is moving along with his TEAM Himax. He's got the fuselage nearly finished, and expects to be moving on to the landing gear soon. Wright plans to mount a 503 up front, and floats underneath.

Wilf Stark's Fisher FP-303 is very close to completion. He, and wife Lynn, just putting the trimming touches on the paint job, which will be a bright yellow with forest green trim. Stark is also close to finishing the flight-test phase on his Fisher Super Koala and he reports the plane performs wonderfully.

Future Renegade Jock Bernie Kespe has got his fuselage and tail feathers covered now and expects to be painting soon. The wings were already covered when he purchased the partially-built project. Kespe plans a mid-1930's US Navy paint scheme using the Air-Tech paint system.

Contact either Stu Simpson or Bob Kirkby with news of your project, and keep us all up to date.