



Skywriter.....



Monthly Newsletter of the Calgary Ultralight Flying Club

November 1997

President's Msg

by Ed D'Antoni

The October meeting was a great success, especially for those of us that were able to get to the Air Museum early enough to see Barry Halliwell and crew start and run the 1912 Clerget engine. The engine started on the first flip of the prop. It wasn't really a flip; Barry pulled the engine through two strokes then did a pirouette and ran for cover. Although we won't see it run, Barry and the engine will be our November guests.

Our Web page gets quite a bit of attention: one recently exiting message from Norway was a relation asking for Jim Creasser's address. The writer happened to see Jim's profile in the newsletter section.

While in Montreal last week I visited Mascouche, not to see the Pelican again, but to do some conventional flying. I rented a 172, and ended up in the circuit with an ultralight. On taxiing to the runway the Ultralight announced "---taking off to the circuit". I was not impressed as I had planned on doing the same thing. Staying behind a 45 MPH ultralight in an aircraft that flies 80 mph circuits

wasn't going to be much fun. However, I was very impressed with the Ultralight Pilot as he kept his 1000 ft. AGL circuits close in and turned Base very near to the end of the runway. This allowed me to do standard circuits without ever having to go farther out to avoid closing in on the ultralight. This certainly reminded me to keep my base leg short when doing ultralight landings at airstrips that frequent conventional aircraft; something all of us should keep in mind. I never did get to meet the ultralight pilot but he certainly was a gentleman. His first announcements were in French, when he heard my English he immediately made his announcements in both French and English. I could not do the same for him. While doing circuits, a transient aircraft entered the Mascouche circuit and landed. The ultralight pilot relayed the landing aircraft's announcements

to me in English. This experience made me think back to the early 70's when many Canadian pilots could be seen wearing obscene T-shirts, at the bottom of which were the words "English is the official language of Air Traffic Control". Well, if the requirement throughout the world was to speak English or not be able to fly, recreational flying would hardly exist today. The Statement was incorrect in that the word OFFICIAL was being used to replace INTERNATIONAL. It should have read English is the International language of air traffic control. Yes, English is the language spoken at international airports serving commercial carriers from around the world. It is not the official language of local airports in non-English language countries throughout the world. Cheers!



Bob Robertson's newly restored and modified Bushmaster (see classified ads)

Member Profile

by Wilf Stark

This month we're profiling our soon-to-be ex-pres, Ed D'Antoni. After all, what do we really know about him, other than he seems to appear on local tv news occasionally whenever there's severe snow, and the media wants to ask the city's chief streets maintenance engineer why the snow hasn't been cleared up, pronto?

Ed had been active in RC Aircraft for many years, prior to getting into ULs. While flying RCs at their strip across from Winters' Aire Park, he often saw the ultralights come and go. In the early '90 he decided to check it out, got hooked, and became another Wayne graduate, soloing after 7 hours and gaining his licence shortly thereafter. (He also mentioned that when Wayne reversed the landing gear on that first blue Merlin, and installed it as originally specified by the factory, Ed had to take another 1 hour of dual to re-learn how to land the beast).

With Ed's engineering background, he has always taken the technical side of flying very seriously, and constantly strives to keep learning and improving his piloting skills. He bought a used '172 in '92, using it to earn his PPL with the Calgary Flying Club later that year. After this was accomplished, he went on to earn his PPL-UL Commercial. He is a very thorough and competent instructor, but I'm biased, as he is the one who helped me complete my flight training and gain my PPL-UL in '93.

He sold the 172 in '93 and became one of the partners in the Rans S-12 Airalle that was ordered as a kit in late '92 (after all, who could resist an airplane that the factory stated could be built in only 80 hours?).

The 4 partners; Ed, Wilf, Don Ward and Barry Halliwell (the latter two instructed at SAIT in the Aerodynamics Program) managed to build this 80-hour plane in a mere 400 hours, with the test-flight occurring in September '93. The plane has performed flawlessly over the past 208 hours. Even the Rotax 582 has remained true to its reputation as a 1000+ hour engine that merely needs to be rebuilt 6 times during that period (breaking a connecting rod at 153 hours, which was promptly repaired for a mere \$2200.00). Ed has very little confidence in that engine. It has quit



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in mid-air 3 times, each time with Mr. D'Antoni as Pilot-in-command. Neither Don nor I have had problems, and Barry does not fly alone, so it could be an Ed problem, not a Rotax problem.

Ed has test-flown a Kitfox, Avid Flyer, Titan Tornado and Pelican on factory visits. He also has had time in Beavers and Chinoooks. Among more conventional iron, he has flown 150's, 172's, 180's, as well as a Katana and an Ercoupe. He is still looking for his next build project. He communicates frequently with other aviation-minded folks over the internet, so if you would like to chat with Ed further on any of the above-mentioned areas of interest, he can be reached at home at 247-6621.

Next month, we'll feature someone who found a creative way to extend his annual UL-flying season. Stay tuned.

Beaver - RX550 2-place, Rotax 503, 30 hrs, upgraded wings, steerable nose wheel. Mono 2000 Amphib floats, will consider trade on an AULA, \$12,000. Don Leonzio 250-427-2048. (10/97)

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



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

Calgary Aerospace Museum
4629 McCall Way N.E.
Calgary, Alberta

Classified

Warpdrive - 70" 3-blade right hand, SAE1, with spinner, ground adjustable, \$800. Ken Johnson 403-546-2586. (11/97)

Norseman - 1987, 2-place AULA, Rotax 503, Dual carb, electric starter, heater, mechanical brakes, 250 hrs TT, 20 hrs new engine, full instruments, 3-blade Ivo Prop, \$13,000. Don Rogers 242-6549. (11/97)

Bushmaster - (Modified), new Rotax 582, C drive, electric start, new 77 x 53 Culver Prop w/urethane leading edge, complete restoration and modification in 1996 includes: round cowling, extended landing gear, tundra tires, Azusa brakes, new style pneumatic tail wheel, new fabric, Endura paint, new instruments, professionally upholstered seat, split doors, 15 gal fuel, electric boost pump, short take off, great climb, fast cruise. This aircraft performs and looks great to boot. Bob or Dan 403-452-4664. (11/97)

Destinations

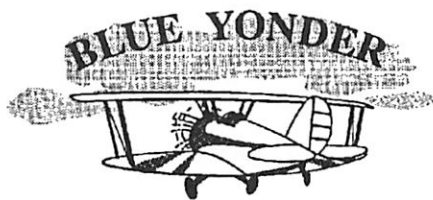
by Andy Gustafsson

Destinations. By Andy Gustafsson. Some Ultralight pilots tend to stick to the familiar surroundings of their home strip, or small quiet airfields. Others venture out to the busier airports where heavier and faster aircraft are operating. A good start for us local U/L pilots is Okotoks airport. Being in class E airspace, we are more than welcome.

First the stats: The airport can be found a mile northeast of the town of Okotoks at an elevation of 3601' ASL with runway 16-34 measuring 4500' x 100'. The surface is treated gravel, which is nice and smooth. Circuits are standard left hand for rwy. 16, but to avoid overflying the town, a right hand circuit is required for rwy. 34. Circuit height is 1000' AGL. Flying in and out of busier airports tends to scare a lot of pilots. Before you venture there, it is wise to review proper airport procedures. For the NORDO crowd it is advisable to phone ahead and tell them about your intentions.

If you are enroute and decide to take a break, don't hesitate to go through the proper procedures to determine the active runway, traffic, etc., before entering the circuit. For the radio buffs, turn your dial to Unicom 122.8, at 5 miles out. Tell everyone who you are, where you are, and what you want. Okotoks Flight Centre operate their busy flying school, so be vigilant.

I have talked about the safety and convenience of using a radio transceiver before. If you are thinking about using a radio in your aircraft, you will need a radio operator's license. I asked Okotoks flying school about the radio license and they said that they would be pleased to help us U/L pilots acquire the document. The cost is minimal. Happy landings.



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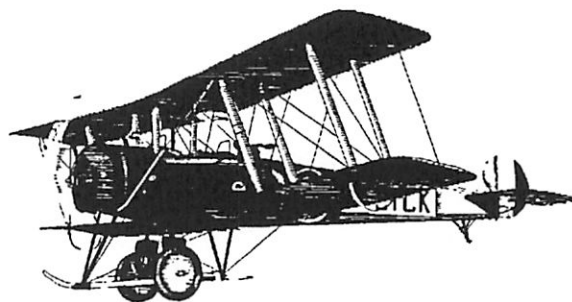
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Important Notice

Our December meeting will be a joint session with the RAAC Calgary Chapter. It will be held on December 11th, 1997 at the North East Armoury located at 1227 38th Ave. NE. When you come off the Deerfoot at McKnight, go south on 12th St. It is just a few blocks south, on the west side. Hope to see you there. Our bi-annual election for a new President and Preasurer will be moved forward to our January '98 meeting.



Avro 504K

World War I is underway, and for the first time in history, the skies overhead have become a battlefield.

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enemy lines. Later versions are developed for aerial combat.

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more British pilots, including King George V and Winston Churchill.

The Museum has three Avro 504K aircraft in its collection, one of which is on display.

National Aviation Museum
Ottawa

Technical Beat

by Wilf Stark

This month, Bob Roberts from L.E.S. in Edmonton contributes an article on engine warm-up procedures:

Over the years, we have noticed that ultralight owners who become familiar with the engine that keeps them aloft don't seem to have many engine problems. Let's face it, engine repairs are costly. Its like that old FRAM oil filter commercial, "Pay Me Now or Pay me Later". Preventive maintenance and proper operational procedures will go a long way to keeping your engine out of the shop and in the air.

O.K., lets go flying - in about 10 minutes. Regardless of what your engine instruments say, it takes just about ten (10) minutes for your ROTAX engine to reach operational temperatures. It is important that the critical internal components have achieved their design tolerances before going to full power. We even allow a warm engine to run five minutes before going to full power. Having a piston seize on take off or shortly thereafter puts a real damper on your day's flying, not to mention your pocketbook. This single operational procedure could easily be the most cost-effective habit you can develop.

Thank you, Bob. If any one has suggestions, comments, or questions, this is the column where they'll be covered. Fax them to 935-4859.

On The Lighter Side - a spouse's opinion

by Ida Kespe

Flying, an alternative to sex? Or is it just my imagination? Let's explore the possibilities and look into the mating habits of the man-pilot as he courts his mistress, the airplane.

What do these machines offer that make the man you married spend hours oohing and aaahing (and sometimes drooling) over magazines and catalogues not unlike an adolescent over a Playboy magazine? I've seen less effort put into choosing a mail-order bride. What attracts him to any one particular airplane? Is it the smooth racy looks of the younger generation of composites or is it the silky classic lines of the more mature designs of yester-year? No one seems to know for certain but whatever it is sure makes a him swoon.

Now that the man I married has chosen his mistress, I watch with some trepidation ("state of agitation or alarm") as the courtship begins. The airplane seems to quietly and indifferently accept his advances but is none-the-less extremely demanding of his attention. This I know to be true for I have witnessed this ritual many times. A most shameless public display of affection I've ever seen. But I'm getting ahead of myself.

When the man-pilot gets the urge (and this happens often) to fly, it parallels the mating urges of a bull elk. He begins by pacing through the house from one window to another looking to the skies, sniffing the winds and proclaiming (bugling) to anyone within

earshot what a wonderful flying day it is. Once this urge overwhelms him, he becomes focused, and, like a bull elk, don't try to stand in his way; his lady awaits and he is full of anticipation (among other things). The hormones run rampant!

Arriving at the hangar, he greets his mistress with a smile. He is ready and fully anticipant, the urge is strong but he knows that he must be patient and attend to her needs. He starts by preparing her meal, mixing all the ingredients with precision so as not to upset her delicate digestive system. Her appetite is ravenous and he feeds her until her tanks are full. (I hope he gets his money's worth) What transpires next appears intimate and is conducted in privacy. Other pilots seem to sense this moment and allow man and machine to be alone together. The pilots call this pre-flight; I call it fore-play! Why is that, you say? Well, read on. The ritual commences. He approaches his mistress from a distance, eyeing ever inch of her being, scanning for any signs of weakness or imperfection. He runs his hands over her leading edges then along her fuselage and on to her tail feathers. Once satisfied that her skin is healthy he proceeds to visually inspect her from fore to aft checking all her components and feeling those he cannot see, for any signs of wear or fatigue. This "pre-flight" seems to vary among pilots. Some take great care and time while others seem to rush through it, disappointing their mistress I'm sure. Once the pre-flight is completed, he carefully prepares himself, making sure the goggles, gloves, helmet, seat belts and other paraphernalia are all fitted properly, thus making him one with his mistress. The dials adjusted, the knobs set and the switches thrown, he gently primes her engine before lighting the fire that gets her going. She has now come to life and he allows her to warm up to his advances before taking her down the runway to thunder off into the sky.

What happens in the sky between pilot and plane has never been scientifically documented but something does happen, this I'm sure of. How do I know? Watch a pilot when he lands and disembarks his mistress and you will see a smile that starts in the vicinity of the right ear and ends near the left. A grin a cheshire cat would envy. If in the company of other pilots, they usually make their way to the nearest restaurant, leaving their mistresses on the grass to cool down while they drink coffees and eat pie (They do this in lieu of smoking which
(continued on page 5)

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(Lighter Side - continued from page 4)

is no longer socially acceptable) and talk about how good it was up there and how they could do it hands off (whatever that means?). After an hour or so they are ready to do it again and scurry back to the airfield, back to their mistress and repeat the entire ritual over again.

Once back at home base, (with that same ear to ear grin) they again talk about how great it was and make plans for their next great adventure. Soon after, they abandon their mistress to the hangar until the next urge arises.

And so my analogy ends. Is it flawed? I don't think so. When my pilot returns home he plants himself on the couch and promptly falls asleep! (The clincher!)

.....

Destination: Saskatchewan, or "What Stu missed"

by Ed D'Antoni

After the weather destroyed our last three attempts to fly to the two Alberta Airports on the US Canada border, Del Bonita and Coutts/Sweetgrass, we decided to try something different, a trip to Saskatchewan. One of the 4 owners of our Rans S-12, Barry Halliwell has always wanted to fly over the confluence of the Red Deer and South Saskatchewan Rivers. They join about 6 miles east of the border town of Empress Alberta. The plan was to leave Calgary at 7 AM Friday October 17 (1 hr. before sunrise), Wilf Stark and I would fly, and Barry would drive the first leg to Brooks. Wilf and Barry would then switch, leaving Barry and I to fly to Empress. If the weather cooperated we would return the same day, otherwise we would overnight in Empress and return to Calgary on Saturday. The flying distance from Calgary to Brooks was 87 miles, with Brooks to Empress being another 87 miles. Driving distances were a substantial 125 and 145 miles. Weather forecasts throughout the week did not look good, Thursday night's scanning of Transport Canada's Friday forecast indicated good flying weather until 5 PM Friday followed by high winds, blowing snow and zero visibility as a Cold Front moved through. Clearing would occur by 10 AM Saturday morning. Forecast winds were 270 at 11 Knots. That meant a 12 mph tailwind to Brooks and Empress, the cruise speed of the Rans at it's 1,050 gross is 60mph. The Friday morning forecast indicated low cloud with a front crossing our path at



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Brooks around noon. It looked like the trip might again end up as another detour to Linden for a piece of the best Pie in Alberta.

Barry and I arrived at the strip at 7:15 AM, expecting to see Wilf and the Rans ready to go. No such luck, the aircraft was still in the hangar and Wilf was sleeping in his truck. I don't think Wilf does mornings very well. We did our pre-flight, filled Barry in on critical parts of the Van just in case he had a flat etc. We then reviewed the weather situation. Calgary ATIS was reporting 40+ mile visibility with no winds. The flight to Brooks would only take 1 hr. and 10 minutes, we would be able to see any significant weather changes so we decided to head for Brooks. Wilf and I lifted off at 8:30 with Barry in hot pursuit in the Van. At 4500' ASL our trusty GPS showed a ground speed of 75 mph with an ETA of 9:45. We were 20 miles ahead of Barry by the time we reached Strathmore. We never heard from him again until he showed up at Brooks. All the way to Brooks we were well north of the Bow River and flying directly into the sun. It didn't help our sightseeing, but we did see the Bassano Dam and the spectacular OX BOWS and meandering of the Bow River as it wandered through a large flat basin just east of Brooks. We relied heavily on the GPS to get us to Brooks, but always used DED reckoning to ensure we were on course (it is "DED" reckoning, the DED comes from DEDuced, not dead as in dead lost).

We were in the Brooks airport by 9:45, Barry arrived an hour later. I called Medicine Hat flight service for a weather update, they read me the forecast I had printed off the Internet before leaving Calgary. The Sky was clear, Flight Service had no PIREPS or SIMETS so we fuelled up and departed for Empress at 11:00 AM. Wilf's radio went dead just as we left Brooks so we never heard from him until we reached Empress. The GPS indicated tail winds of 35 mph at altitude. We then turned it off as we had some serious sightseeing to do. We headed north over Patricia then and on to view the spectacular Red Deer River Valley as it wound its way through Dinosaur Provincial Park. Irrigation ends about half way between the towns of Jenner and Buffalo. At this point we became aware of the massive extraction of Alberta's natural gas reserves. The ground was barren except for a grid of Natural Gas Well Heads. Their spacing is about 750 M (1200 ft.) in every direction for as far as one could see. As we flew along the Red Deer River we reached a point where the surface elevation drops and river valley disappears giving an illusion that the river climbs out of the valley, flows along the rolling prairie, then goes down into the valley again. The South Saskatchewan and Red Deer Rivers meet in a flat area just east of Empress. At this point the Red Deer River meanders back and forth across a large valley as if it is trying not to join the South Saskatchewan. Just above the confluence of the two rivers, concrete piers are all that are left of a two-thousand foot long bridge that once spanned the South Saskatchewan. From the air the remnants of the Divisional
(continued on page 6)

(Destination - continued from page 5)

Headquarters of the once mighty railroad on the north edge of town are visible. Rather than land at the airport a few miles south of town we landed on one of the five strips at an old abandoned aerodrome on the west edge of town. We secured the airplane, walked 50 feet to Main Street, stuck out our thumbs and were picked up by Wilf, who happened to arrive at just the right time. We were driven one block to the Empress Hotel for lunch. Wilf's driving time matched our 2 hour scenic flight. After lunch we toured the town Barry had left 50 years before. Much of the population of the town, along with many of the buildings and former landmarks, have disappeared with the departure of the Railway. One remaining landmark is the Massingill Mansion on the east edge of town. Although dilapidated, its grandeur is still obvious. I wish we had taken time to wander through the old house. I will take the time to explore it when we make this trip again. On our return to the aircraft we were met by an ex WWII pilot. The gentleman knew both of Barry's grandparents, but strangely did not know Barry's dad. Barry's father was a pilot that did not return from the war.

We were facing a 20 mph headwind on the trip from Empress to Brooks. There are no enroute airstrips and no way we would be able to make it without refuelling. On the way down, Barry and I had pre-picked a suitable landing location just south of Jenner. The plan was to check our ground speed once we were at altitude. If it was less than 45 mph we would radio Barry and return to Empress, otherwise Barry would pick up fuel and wait for us at Jenner. We took off into a 20 mph headwind, yet at an altitude of 1000 ft AGL we had a 10 mph tailwind. We radioed Barry and informed him we would meet at Brooks. The flight to Brooks was uneventful. It is a good thing we cancelled the Jenner rendezvous as we couldn't find it anyway. Using DED reckoning and the GPS we got to Brooks somehow. Everything went well until just after we notified Brooks traffic we were 5 miles east of the aerodrome. We knew where we were but we couldn't find Brooks. We sited the strip just in time to enter the Base leg for a landing on runway 30. The wind sock was straight out and right down the runway. Once we were down 500 ft. AGL and at full throttle the GPS was showing a ground speed of 15 mph. We finally reached the runway and came to an abrupt stop. On



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reaching the terminal building Wilf jumped out and ran to a sheltered area and made cellular phone calls while I stood on the brakes and prayed the Rans and I didn't end up in the nearest irrigation ditch. Wilf finally came back to the aircraft and wing walked us into an open hangar. The owner, Glen Coffey of Murray's Aircraft Repair kindly allowed us to overnight the plane in their hangar. It was a very gracious thing for them to do. They seem to run a very decent facility at the Brooks aerodrome.

We drove back to Calgary. It was uneventful. Dinner consisted of some fine sandwiches that Barry had prepared, consumed in the van. A coffee stop in Strathmore rounded out the day.

Wilf brought the plane back the next day. He drove out to Brooks with his wife, Lynn and flew back following # 1 Highway until near Strathmore, so that he could enjoy 2-way radio contact with his wife. He reports that it was an uneventful trip. Head winds of 6-9 mph resulted in this 87 mile leg requiring 1.5 hours of flying time for the Rans.

Answers to page 7 & 8

1. KNMH
2. 121.5
3. may not
4. ground level; sea level
5. 5/8 (5 oktas)
6. greater than 6
7. 1045Z on the 29th day of the month; 1100Z on the 29th; 1100Z on the 30th
8. winds calm, visibility greater than 6 SM and sky clear
9. first correction to the original observation

10. stratus fractus 5/8 (5 oktas); 800
11. recent freezing rain
12. while in controlled airspace
13. 3000
14. cruise portion
15. 1000
16. 5000
17. 5
18. a means of preventing malfunction caused by icing
19. Class B
20. two-way radio communication equipment; transponder and automatic pressure altitude reporting equipment
21. Class G
22. initiate SAR action
23. V
24. G; F; O
25. (1) squawk 7600; (2) land at the aerodrome associated with the control zone; (3) inform ATC as soon as possible of actions taken
26. Have numbers, or With the numbers
27. ATF areas
28. reporting departure intentions before moving onto the runway; and reporting departure from the aerodrome traffic circuit
29. joining the circuit, giving position; on the downwind leg, if applicable; established on final approach; clear of the active runway after landing
30. 5 min., where possible
31. when flying VFR at night outside visible range of an aerodrome
32. pilots must make their own Customs arrangements
33. green
34. TP 10737E - Use of Automotive Gasoline (MOGAS) for General Aviation Aircraft
35. 20 degrees C
36. during the winter when strong inversions in the lower levels are present and ground separation is marginal
37. geographical area; season; seasonal climatic variations
38. during takeoff and landing and when flying below 2000ft AGL within terminal areas and aerodrome traffic zones (ATZ)

Transport Canada's annual pilot recency requirement may be satisfied by taking further instruction, attending various safety seminars or by completing the following self-paced quiz. Answers may be found in the Aeronautical Information Publication (A.I.P.) under the referenced section, or on page 6 of this issue.

TRANSPORT CANADA SELF-PACED RECENCY REQUIREMENTS STUDY PROGRAM

Refer to *Canadian Aviation Regulation (CAR) 421.05(2)(d)*

This self-paced study questionnaire is for use from October 10, 1997, to October 9, 1998. When completed, it meets the 24-month recency requirements of CAR 401.05.

1. Under what four-letter ICAO identifier would you request NOTAM information by electronic means on GPS and LORAN-C outages? _____ (COM 3.17.5)
2. A pilot operating within sparsely settled areas or more than 50 NM from shore should, when able, monitor _____ MHz. (COM 5.11)
3. Portable two-way radio communication devices such as cellular phones and mobile satellite service handsets _____ (may/may not) be used in an aircraft while airborne. (COM ANNEX B 2.0 - CAR 602.08)
4. Cloud bases in METARs and TAFs are always stated as height above _____, whereas heights in FAs and PIREPs are stated as height above _____, unless otherwise noted. (MET 1.1.5)
5. What portion of the sky must be obscured for it to be classified as a ceiling? _____ (MET 1.1.5)
6. A TAF horizontal visibility of P6SM indicates a visibility of _____ S.M. (MET 3.9.3)

Questions 7 and 8 are based on the following Aerodrome Forecast (TAF):

TAF CYXE 291045Z 291111 24010G25KT WSO11/27050KT 3SM -SN BKN010 OVC040
TEMPO 1802 1 1/2SM -SN BLSN BKN008 PROB30 2022 1/2SM SN VV005 FM0130Z 28010KT
5SM -SN BKN020 BECMG 0608 00000KT P6SM SKC RMK NXT FCST BY 17Z

7. This forecast was issued at _____ and is valid from _____ to _____. (MET 3.9.3)
8. What conditions would you anticipate if your ETA were 1000Z on the 30th? _____ (MET 3.9.3)

Questions 9 through 11 are based on the following METAR:

METAR CYXE 292000Z CCA 30015G25KT 3/4SM R33/4000FT/D -SN
BLSN BKN008 OVC040 M05/M08 A2992 REFZRA WS RWY33 RMK
SF5 SC3 VIS 3/8 TO NW SLP134

9. What does "CCA" represent? _____ (MET 3.15.3)
10. The reported ceiling consists of _____ at _____ ft. AGL. (MET 3.15.3)
11. What does "REFZRA" represent? _____ (MET 3.15.3)
12. An ATC clearance or instruction is valid only _____. (RAC 1.7)
13. In Canadian Domestic Airspace, cruising altitudes and flight levels apply above _____ ft. AGL. (RAC 2.3.1)
14. VFR OTT is allowed during which portion of the flight only? _____ (RAC 2.7.4)
15. During VFR OTT, the aircraft must be operated at a vertical distance from cloud of at least _____ ft. (RAC 2.7.4)
16. During VFR OTT, where the aircraft is operated between two layers of cloud, the layers must be at least _____ ft. apart. (RAC 2.7.4)

17. The flight visibility for VFR OTT must be at least _____ mi. (RAC 2.7.4)
18. For VFR OTT, airspeed indicating systems require _____. (RAC ANNEX - CAR 605.15)
19. Normally, all low level controlled airspace above 12,500 ft. ASL up to, but not including, 18,000 ft. ASL is which class of airspace? _____ (RAC 2.8.2)
20. For VFR flight in Class C airspace, an aircraft must be equipped with _____ and _____. (RAC 2.8.3)
21. Normally, all uncontrolled domestic airspace is _____. (RAC 2.8.7)
22. Failure to close a flight plan or flight itinerary will _____. (RAC 3.12)
23. What entry is required in Item 8 on a Canadian Flight Plan/Itinerary form for VFR flight? _____ (RAC 3.16.2; RAC 3.16.9 (Fig. 3.3))
24. An aircraft is equipped with GNSS (GPS), ADF and VOR. What suffixes would you use when filing a flight plan? ____, ____, and ____ (RAC 3.16.4)
25. A transponder-equipped aircraft operating in a Class D control zone experiences two-way radio failure. List the three actions that must be accomplished by the PIC. _____, _____, and _____ (RAC 4.4.8)
26. Prior to your initial call before entering an MF area for landing, the FSS broadcasts the airport advisory. To reduce radio congestion, your initial call should include the expression "_____." (RAC 4.5.6)
27. The VFR communication procedures that *shall* be followed when operating within MF areas *should* be followed when operating within _____. (RAC 4.5.7(a))
28. What two radio transmissions are mandatory when departing from an uncontrolled aerodrome within an MF or ATF area? _____ (RAC 4.5.7)
29. When joining the circuit for landing at an uncontrolled aerodrome within an MF area, the pilot shall report _____, _____, and _____ (RAC 4.5.7)
30. Pilots are required to report at least _____ prior to entering an MF or ATF area. (RAC 4.5.7)
31. Under what conditions must a power-driven aircraft be equipped with a stabilized magnetic direction indicator or a gyroscopic direction indicator? _____ (RAC ANNEX CAR 605.16)
32. When planning a flight from Canada to the United States where Customs must be advised, what must the pilot consider on a flight of less than one hour? _____ (FAL 2.3.2)
33. What colour are AVGAS 100/130 and MOGAS P 87-90? _____ (AIR 1.3.1)
34. What Transport Canada publication provides information on the use of MOGAS? _____ (AIR 1.3.1)
35. When the aircraft is operating on MOGAS, carburettor icing can form at outside air temperatures up to _____ higher than with AVGAS. (AIR 2.3)
36. Under what conditions could altimeter error be very hazardous? _____ (AIP AIR 1.5.4)
37. Survival equipment carried on board an aircraft operating in a sparsely settled area must take into account _____, _____, and _____. (AIR 2.14)
38. When is the use of landing lights recommended for collision avoidance? _____ (AIR 4.5)

Signature _____ Date _____