Skywriter

Monthly Newsletter of the Calgary Ultralight Flying Club

December 1999

Across the Wing

by Wilf Stark

This will be my last column to grace the front Page. At our December meeting, the President and Director positions are up for re-election. I've enjoyed this job, but I'm now looking forward to doing other jobs within our club. I intend to do the monthly 'Profiles' of club-members again, as I had really enjoyed doing those columns. I continue to maintain that our flying club is comprised of very interesting people who add a lot of additional depth to our get-togethers, which goes far beyond the sharing of the Passion for Flight.

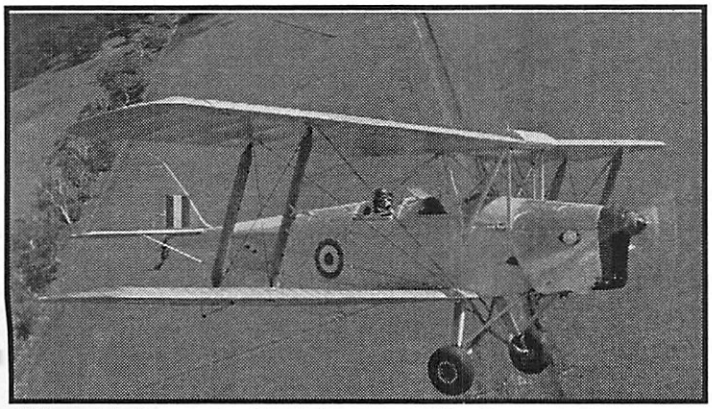
The initial planning that Stu Simpson is doing towards a Group Flight to Castlegar, B.C. next year sounds very exciting. Hopefully we will have even more intrepid souls joining up than we had for this year's junket. When these events are physically over, they linger for months afterwards as great memories for those who went, and great stories shared, for those who didn't.

We need to hear from more of you builders and would-be-builders out there ! Look around you - we have a lot of new faces attending our meetings each month - let's encourage and catalyze them into realizing that Ultralight flying is not an elusive dream after the money's been spent on training towards the UL Permit. Yes, you should aspire to owning your own machine - the more varieties in our club - the better. The person sitting next to you is most likely a resource who will gladly share his learning experiences with you, so that you will not have to invent one more wheel. More importantly, there are probably tools and materials out there that may be available for your use, because the present owner would rather see them used, than just sitting around - you just need to ask. If we don't know what you need, we can't respond with help. Ask !

I'll also use this podium one last time for another of my causes: Consider building an airplane as a group project - you will find that 2-4 persons owning one Ultralight truly will not cramp your ability to go flying when you wish. What you gain in knowledge by sharing the building process, along with the money and time saved by not having to go it alone, more than makes up for the few times there is contention for the aircraft. Besides - contention is a good thing - it will motivate you to go and build another craft sooner - think of the variety of aircraft you might have access to - just by pooling resources. Ok, I'll get off my soap-box now.

We are over 100 members strong, with about 50 aircraft flying. I challenge each one of you to speak to us at least once over the coming year, either at a meeting or in the newsletter. Share with us what you've done, or share with us what you need - you will enrich us, and enrich yourself. Thank you for giving me opportunity at the helm for awhile. See you on the 9th !

✈✈✈



A Tiger Moth over the English countryside. Source unknown.

Upcoming Speakers

December Meeting - Moe Baille, Regional Aviation System Safety Officer, Prairie & Northern Region, will present portions of his regular aviation safety seminars pertinent to Ultralights.

January meeting - Ed D'Antoni will present a training session on Circuit Procedures.

A Great Day

by Carl Forman

It was early Sunday morning the weather looked good and I was going flying. I loaded the car with my flying gear and headed to Kirkby field. There are few things that can brighten my day as much as buzzing around the countryside in the Minimax. The closer I get to the hangar, the more exited I get. It was a little windy but not too bad. First I thought I'd go down to Indus and see what was going on. Before long, I was taking of on runway three-four - destination Indus.

I was pleasantly surprised to find that the upper winds were quite strong from the north and I arrived at Indus in no time. Two Dans and John waved a greeting as I pulled up and we soon got talking about the merits of my new fairings, gap seals and other serious aviation matters. Time flew by. Pretty soon Fred and Ron were on the scene and we passed judgment on Ron's new gyrocopter as well as Johns single seat Challenger. Time was passing and I really had to get going but more guys kept arriving on the scene and I was having too much fun. I finally decided that I must go when John Sanford started to pull his Fisher 404 from the hangar. I had always wondered what that airplane was like. John was not only eager to tell me about it but wanted to join me on my trip back to Kirkby field. The upper winds were still strong but easily manageable.

After arriving at Kirkby field, John and I decided that a trip to Linden was a good idea. John was concerned about having enough fuel. His range, after allowing for reserves, is seventy-five miles. Linden is forty miles away and we had already flown ten miles. I topped up John's airplane and we decided to go. Almost immediately I was dismayed that the ground speed was only a little better than forty-five miles per hour. I wondered whether or not John would do a one-eighty and head back to Kirkby field. He didn't. We buzzed along, the landmarks slipped by very slowly and the ground speed continued to deteriorate. As we passed Bieseker, I noted that ground speed was forty miles per hour. Still I could see the diminutive biplane off on my left pressing on.

Finally we were past Acme and there was our runway at Linden. I elected a long straight in approach. I had lost track of John by this time and found out later that he had lined up behind me. The GPS read five miles to destination and a ground speed of thirty miles per hour. I could see the runway yet still had a full ten minutes of flying to get to it. The headwinds were obviously about thirty to forty miles per hour. This was disconcerting as the Minimax stalls at about thirty miles per hour. I cleared the power lines at the south end still two hundred feet up and proceeded to descend to the runway. Unfortunately the wind was about thirty degrees off to the left. My crab angle seemed enormous and I was still drifting off to the right. I was ten feet up and had more or less drifted off to the right side of the runway. A crosswind landing was beyond the capabilities of both plane and pilot. What to do? I elected a cross runway landing instead. A bit of a left turn lined me up with the wind, power was reduced to a little more than idle and down I came. The runway is one hundred feet wide and I touched down about twenty five feet from the right side. I rolled a little past the centerline. By this time the airplane had stopped moving forward but the left wing was descending in slow motion towards the ground. Many happy moments during the thousand hours I had spent building the Minimax passed through my mind as I watched the wing descend and I contemplated some serious damage. The wing got within six inches of the ground and then stopped descending and the plane plopped down on both landing gear.

(Continued on page 3)

Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club and is published 12 times per year. Forward your articles and letters to:

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Assistant-editor: Bernie Kespe (see below)

Calgary Ultralight Flying Club

Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month, except July and August, at 7:30 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

President: Wilf Stark 935-4248
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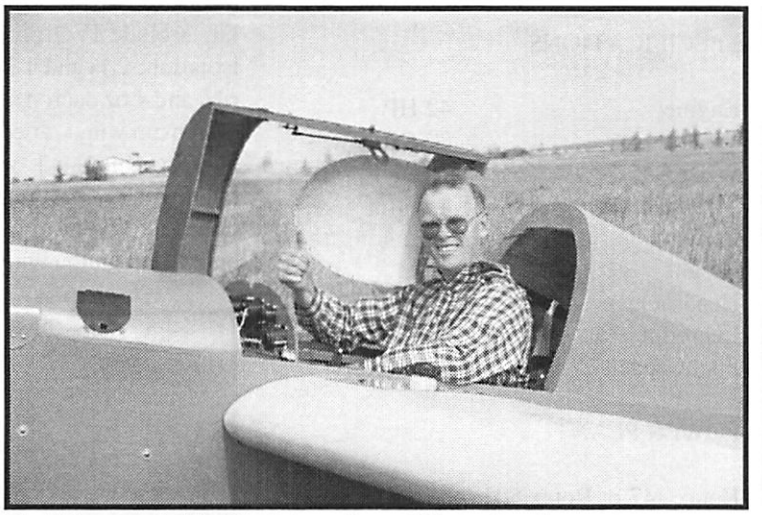
Past President: Ed D'Antoni 247-6621
e-mail: ed.dantoni@logicnet.com

Great Day *- continued from page 2*

I sat there afraid to taxi and afraid to get out in case the plane blew away. I finally elected to taxi but the plane couldn't be turned to the left due to weather cocking. I somehow got turned around to the right and slowly taxied in. I saw John attempting a circuit. The crosswind portion was a little strange as the wind was so strong that John had difficulty flying a squared off circuit. As John was landing, I taxied clear of the runway without the airplane being blown over. I straightened out into the wind, shut the engine off and got out. The winds on the ground were about thirty miles per hour or more. I hugged the propeller to hold the Minimax in place. If you didn't know better, you'd think I was thanking the plane for getting me down safely. John got out of his plane on the runway, picked up the tail wheel and walked back to the parking area. He said that the procedure was effortless because the wind was doing all the work.



Carl Forman in his MiniMax after a "Great Day"

We decided to move the planes behind some buildings. This meant that I had to pull the pilotless and therefore very light Minimax crosswind. As I was doing this the wind picked it up a little and it started to jump around. I hung on to the prop for dear life and the plane settled down after it had completed a ninety degree turn into the wind. After a minute to regain my composure, I carefully tried again and finally got the aircraft behind the protection of a building. John had picked up an enormous railroad tie and threw it down for a tie down. The tie was amazingly elastic when it struck the ground and I had to be quick to hop over it as it bounded past me. I thought that, since the winds hadn't finished me off, John was going to have a go at it. Fortunately, from this time forward, things started to go better.

John and I went over to the restaurant and had a coffee. We started up a conversation with a stranger at the next table. As it turned out, the stranger was Mike Toews. Mike flies regular airplanes, builds and flies radio controlled airplanes and has even built and flown a hovercraft. Mike very kindly drove us around as we gathered up gas cans and oil. Next we ran in to the manager of the local co-op store who filled up the gas cans for us. After a little less than two hours on the ground we were gassed up, the winds had died down and we back in the air. The winds were from the northwest so we had to crab into them a little on the return trip. Nevertheless we made eighty-five miles per hour ground speed coming home and we were at Kirkby field in about thirty minutes.

I'm never happy with myself when I exercise poor judgement. John and I should have turned back when the winds got too strong. I was lucky not to damage the Minimax. Nevertheless, I won't forget that Sunday in quite a while with all the hangar flying, the trip to Linden with the hair raising landing and the sight of the little biplane that accompanied me.

It was a great day. ✈

For Sale

MiniMax - Rotax 447, GSC Ground adjustable prop, full panel, always hangered, only 115 hours since new. $9,500. OBO. Dale 293-3826. (12/99)

MiniMax - Rotax 377, $5000 with ballistic chute. $7500 including skis and floats. Don Leonzio 250-427-2046 (10/99)

CH701 STOL - Rotax 912, 190hrs TTSN, always hangared kit cost $36,000, labour to build 815 hrs, offers. Bob Campbell 403-934-3657 (10/99)

Oil Injection Pump - for Rotax 582. Call Dave Dedul, 403-823-2214 (8/99)

Head Set - Aviation Communications Inc. head set $100, 3 yrs old, hardly used. Call Bob Kirkby 569-9541 (7/99)

Chinook WT II - single place, 1983, warp wing, "0" time 277 Rotax, can be seen at Indus Airfield, $3,500 OBO. Dan 403-243-7934 H or 403-230-6415 W (6/99)

Wanted - Low-time 2-stroke engine between 40 and 65 hp for newly built trike. Call Ron Linkes 250-389-0800. (4/99)

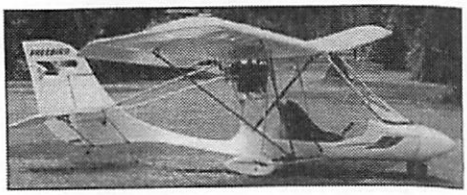
Lazair A-87 - has 3rd engine, 3/4 enclosure pod, wider landing gear, always hangared, includes enclosed trailer, $5500. Betty Whitney 403-684-3459. (4/99)

Suzuki engine - 3 cylinder, 65 HP @ 5500, with belt reduction drive 2.21:1, can be seen running, $3000. Ken Johnson 546-2586. (3/99)

Rotax 447 - with carb and muffler, low time, $2700. Chuck duff 938-6157 (3/99)

Forward ads to Bob Kirkby 569-9541.

The Freebird



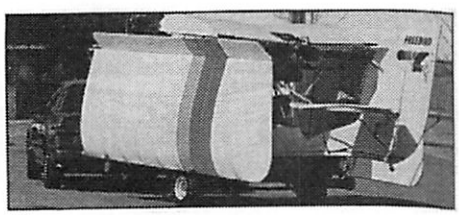
Freebird Airplane Company
1916 Pleasant Grove Church Rd.
Marshville NC 28103 Tel: 800-850-3708

Freebird Specs:

Wing Span	29.00 ft
Wing Area	132.0 sq.ft
Wing Loading	N/A
Wings Fold	No
Length	17.50 ft
Seats	2
Cabin Width	42 in.
Max Gr. Wt	870 lbs.
Empty Weight	385 lbs.
Payload	425 lbs
Fuel Capacity	10 gal.(US)
Range	200 sm
T/O Dist	125 ft.
Landing Dist	150 ft.
Vmax	110 mph
VCr	80 mph
Vs (stall clean)	38 mph
Vs (Indg config)	32 mph
Climb Rate	800 fpm
Serv. Ceilinq	12,000 ft.
Std. Eng./HP	Rotax 503/52 Hp
Material	Steel, Aluminium, Fabric
Est Build Time	100 hrs.

Kit cost: $9,995.00 (US)
Info packet: $5.00; Video: $10.00

Performance specs are with enclosed two place cabin which is an option. Kit does not include engine. Single seat version available. Also available with twin engines. Wings are removable by one person in five minutes. A trailer kit is offered at $795. Sold: 42 Flying: 33



RANS Introduces the S-17 Stinger

RANS president Randy Schlitter, along with other members of the RANS staff, made several flights in their newest machine, the S-17 Stinger, during their annual fly-in at Hays Municipal Airport the weekend of September 17-18.

The single place ultralight is powered by a Rotax 447 engine, uses a seat from the recumbent bicycle which RANS also manufactures and features a RANS typical 4130 chromoly steel cage around the pilot.

SPECIFICATIONS

Engine	42 HP
Wing Span	29.5 ft
Wing Area	127sq ft
Mean Chord	4 ft 4 in
Length	17 ft 4 in
Height	84 in
Headroom	40 in
Legroom	41 in
Fuel Capacity	5 gal US

POWER PLANT

Rotax 447 or Rotax 503
Propeller Type IVO 3-Blade 68 in diameter

PERFORMANCE (based on Rotax 447)

Take Off Roll 100 ft
Rate of Climb 900 fpm
Cruise 55 mph
VNE 95 mph
Stall 28 mph
Glide Ratio :16:1
Landing Roll 100 ft

WEIGHTS AND LOADINGS
(based on Rotax 447)

Gross Weight	527 lbs
Empty Weight	252 lbs
Useful Load	275 lbs
Wing Loading	4.1 lbs
Power Loading	12.5 lbs
Limit Load Factors	+4/-2

Empty Weight will increase with addition of 5" wheels, brakes, streamline struts,

clear coat, and other equipment.

STANDARD EQUIPMENT

4130 welded steel cockpit cage comes powder coated, 5" aluminum boom tube, Rotax 447 42 hp engine and engine install kit; 3-blade IVO prop; 4-point vibration isolation; 2 ¼ and 1 ¾ wing spars with ½ ribs and 4 oz dacron skins; root rib tension system on wings, ailerons, and flaps; drum brakes; aluminum wheels; spring steel landing gear; steerable tail wheel; upholstered seat (adjustable fore and aft, and tilt); 5 gallon wing tank; asi, rpm, cht,

hourmeter; aluminum airfoil lift struts; push tube and cable operated ailerons; cable operated rudder; push-pull tube operated elevator; dual elevator horns; foldable tail (3 minutes); quick detach wings (10 minutes); extensive pre-drilling and forming of parts for fast assembly; most parts powder coated, anodized or painted; adjustable tail incidence. Comes in choice of several solid colors. All parts in the kit are fabricated. Some drilling and riveting are required. However, no welding, painting or fabric work is required. Clear coating of covering is recommended. Order our video to learn the how-to's of clear coating. ($15 VHS, $20 PAL and $10 for shipping costs outside U.S.)
(continued on page 5)

Stinger - continued from page 4

Build Time: 100 hrs

SPECIAL INTRODUCTORY OFFER!

S-17 Stinger with Rotax 447 Engine and install Kit: $9500. Includes standard features and equipment. Offer good until April 9th of 2000!!

RANS Inc
Hays, Kansas
785-625-6346
web site: www.rans.com

On a Wing and a Prayer

By Rick Reilly

(Re-printed from Sports Illustrated)

Now this message for America's most famous athletes: Someday you may be invited to fly in the backseat of one of you country's most powerful fighter jets. Many of you already have-John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity...Move to Guam. Change your name. Fake your own death. Whatever you do, DO NOT GO. I know. The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was TOAST!

I should have known when they told me my pilot would be Chip (Biff) King, of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach. Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice blue eyes, wavy surfer hair, finger-crippling handshake-the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way. Fast.

Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ("T minus 15 seconds and counting..." Remember?) Chip would charge neighborhood kids a quarter to hear his dad. Jack would wake up from his naps surrounded by nine-year-olds waiting for him to say, "We have liftoff".

Biff was to fly me in an F-14D Tomcat, a ridiculously powerful $60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie (out of shape over weight golfer). I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning.

"Bananas", he said.

"For the potassium?" I asked.

"No," Biff said, "because they taste about the same coming up as they do going down."

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast, (No call sign-like Crash or Sticky or Leadfoot-but still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, that was it.

A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would "egress" me out of the plane at such velocity that I would immediately be rendered unconscious.

Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs up. In minutes we were rocketing nose up at 600 mph. We leveled out and then canopy rolled over another F-14. Those 20 minutes were the rush of my life. Unfortunately the ride lasted 80.

It was like being on the roller coaster at Six Flags Over Hell, only without rails. We did barrel rolls, snap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with vertical velocity of 10,000 feet per minute. We chased another F-14, and it chased us. We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Mrs. Colin Montgomerie.

And I egressed the bananas. I egressed the pizza from the night before. And the lunch before that. I egressed a box of Milk Duds from the sixth grade. I made Linda Blair (The Exorcist) look polite. Because of the G's, I was egressing stuff that did not even want to be egressed. I went through not one but two airsick bags. Biff said I passed out. Twice.

I was coated in sweat. At one point, we were coming in upside down in a banked curve on a mock bombing target. The G's were flattening me like a tortilla and I was in and out of consciousness. I realized then that I may well have been the first person in history to throw down.

I used to know cool. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know cool. Cool is guys like Biff, men with cast iron stomachs and Freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the fighters had the perfect call sign for me. Said he would send it on a patch for my flight suit.

What is it? I asked.

"Two Bags"

Don't you dare tell Nicole!

GPS 315 Draw

The draw takes place January 13, 2000.

Tickets: $5.00 each or 3 for $10.00

Send your money in with your membership renewal ($20.00) to:

Bernie Kespe
6 Spokane Street SW
Caalgary, AB T2W 0M5

Mailbag

Dear Editor:

I have just read Andy Gustafsson's "Destinations" in a recent issue of your news letter.

Thanks for the kind words about the AJ Ranch; and yes we do welcome visitors at any time, but particularly on Sunday mornings when we often have an informal gathering of aviators at the kitchen table .

We are 5.7 miles from the High River airport. We monitor the EN4 freq of 123.0 for safety sake. (it's easy to remember because it's as high as helicopter pilots can count.)

May I offer two small corrections ? My name is spelled Hugill, not Hugel. and; the "Stemme" belongs to the AJ Ranch co-owner Alex Bahlsen. as a matter of interest, Alex holds all available licenses and/or permits with the possible exception of a gyrocopter permit. We are going to build one this winter, so that small discrepancy will be over come. Included in above list of aviation 'papers', Alex is also a glider instructor pilot and same for ultralights.

Don't know if you folks fly in the winter, but we hope to see more of you brave young men (and women) here at the AJ Ranch. If the coffee is not on, give us 5 mins and it will be!

Happy Flying,

John Hugill

403-395-3959 tel
403-395-3969 fax
403-601-1341 cell
hugillj@telusplanet.net

Thanks for the correction John, and you bet we fly in the winter - keep that coffee perkin'. - Editor

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PILOT ERROR!

by Andy Gustafsson.

I read somewhere that "the probability of survival is equal to the angle of arrival." This leads us into the discussion of the safety of piloting and flying an aircraft. First of all, 99.9 % of all mishaps that occur are the fault of the pilot. Flying smaller aircraft in and out of private airports is a challenge because of our preferred way of "flying by the seat of our pants or skirts". Whether it is running out of fuel, or other engine stoppages, colliding with obstacles, stalling and spiraling in or trying to get home before the weather hits, it's pilot error. An aircraft that is not air worthy is also almost entirely the fault of the pilot.

Running out of fuel on the prairies is manageable because we can legally land on any road or highway, not to mention the vastness of farmland, as long as we do not endanger anyone. If this occurs over more hostile terrain it could be more of a challenge. If the engine seizes on take-off because we did not let the engine warm up long enough, again pilot error. Low flying in familiar or unfamiliar areas and colliding with something that sticks up from the ground, pilot error. Flying too slow and too low to the ground, or doing an abrupt pull-up or turn and stalling the wings, error.

Many pilots only fly in near perfect conditions and have never encountered the churning turbulence of a hot afternoon. If we haven't experienced rough turbulent air, with the wings going up and down, strong up and down drafts, then how would we know what to do if we faced this condition? Some pilots get awfully tens and almost panic stricken and they do things that they normally would not do.

First we have to have an aircraft that we can trust, that will not become uncontrollable when we run into adverse conditions. If we can trust the integrity of our aircraft, then we just have to ride it out and fly the plane, of course observing the aircraft's maneuvering speed. Talk to your instructor about getting some less than ideal weather air time. Many high time pilots have had mishaps maybe because they are starting to become complacent about the importance of always being in control and know the flight envelope of his or her aircraft. I have found on many occasions that my Challenger will not come apart when the airmass starts the assault. I have weathered many less than comfortable flights and come away better for the experience. I have been told to fly the plane, no matter what. I have on several occasions taxied back to my hangar and canceled the flight of the da

(continued on page 7)

Pilot Error - continued from page 6

because the weather or the clouds did not look right. Weather can sometimes change very quickly.

The walk around and integral safety check is of the greatest importance to make sure that all the pins and safeties, bolts and nuts and all structural components are there and in an air worthy condition. If we forget just ONE pin or bolt that is vital for the control of the aircraft, we will be in a heap of trouble. After having forgotten to take the pitot tube cover off, for the airspeed indicator (twice), I decided to make a cockpit checklist that goes something like this: --Altimeter set, Fuel check, Pitot cover off, Control check, Doors closed and locked, Engine temp, Safety harness.-- All this I do after the walk-around check and I'm sitting in my pilots seat with the engine running. I am never in a hurry even if I know that someone is waiting for me at the other airfield. Only after you feel comfortable that everything has been covered, can you advance the throttle and proceed to the runway threshold. Don't assume anything. If you are even vaguely unsure about something on your aircraft, shut down the engine and make sure everything is in order.

Many mishaps occur when a pilot flies too low to the ground. Power lines strung between poles are extremely difficult to see, like the first time that I visited the Linden airport. The runway runs north-south and I did not know about the power lines that are right on your final approach to runway 34. I spotted them in time and could safely avoid tangling my landing gear in them. It would probably have ruined my whole day. There are markers hanging on the lines, but the wind has blown them over to the pole on the east side. Over-flying the airport and checking for obstacles before you land is good practice when going into unfamiliar airfields.

Much of what I have mentioned here are things that should be routine. From the take-off and flight, to the well planned landing. We can not take anything for granted when it comes to flying an aircraft. We have our own life in our hands and as for me, I want to fly for a long time and enjoy this fantastic invention of being able to take to the skies. Leonardo Da Vinci said "Once having tested flight, you will walk this earth with your eyes turned skyward. For there you have been and there you want to return".

Lets be careful up there. ✈

RULES OF THE AIRWAYS

contributed by Brian Vasseur

Takeoff's are optional. Landings are MANDATORY.

Flying is not dangerous; crashing is dangerous.

Speed is life, altitude is life insurance.

No one has ever collided with the sky.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man. LANDING is the first!

Everyone knows a "good" landing is one from which you can walk away. But a "great" landing is one where afterwards, you can re-use the airplane.

Learn from the mistakes of others, or you won't live long enough to make all of them yourself.

Trust your captain .... but keep your seat belt securely fastened.

Be nice to your first officer, he may be your captain on your next flight.

Any attempt to stretch fuel is guaranteed to increase headwind.

A pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

Try to keep the number of your landings equal to the number of your takeoffs.

There are old pilots, and there are bold pilots, but there are no old, bold, pilots!

Gravity never loses! The best you can hope for is a draw!

"You wind up the rubber band, and I'll go call flight service."

Why read your flight supplement?

Here's another one from the wacky minds of our Military controllers at Namao. A bit of Background is in order: CFB Edmonton (Namao) is a military field just outside of Edmonton. All aircraft touching down at Namao require a PPR (Prior Permission Request) number, and have to recite it to the controller at first contact. Our flying club is civilian/military, and all our aircraft have permanent PPR's.

One day, we were sitting around listening to the scanner, when a Tomahawk from a local flight school announced inbound for circuits. The controllers asked for the PPR #, and the pilot said they didn't know about one. We expected the aircraft to turn away, but the controller cleared them right-base for 29. We now pick up the audio from this momentous day:

Tomahawk: "F-XAA is final 29, touch and go."

Tower: "XAA is cleared touch and go, 29".

<Several more circuits later...>

Tomahawk: "F-XAA is final 29, touch and go"

Tower: "F-XAA is cleared touch and go, 29. How many more circuits were you planning on making?"

Tomahawk: "We though we'd make one or two more."

Tower: "Roger. I just wondered because we were calculating your landing fees, and you're up to $13,000 now."

<LONG delay...>

Tomahawk: "THAT WAS OUR LAST ONE!!!!!"

<Another LONG delay>

Tower: "Just kidding. Next time, read your flight supplement."

Source (and validity) unknown - Editor

Ultralight Pilot's Refresher

The following questions are from the Private Pilot Permit Ultralight exam. How much do you remember?

1. The east end of a runway in Canada oriented east and west is numbered
 a) 09
 b) 9
 c) 27
 d) 90

2. What distance from cloud must an ultralight aeroplane maintain when flying 700 feet AGL or above and outside of controlled airspace and Aerodrome Traffic Zones?
 a) At least 2,000 feet horizontally and 500 feet vertically.
 b) At least 1 mile horizontally and 500 feet vertically.
 c) At least 2 miles horizontally and 500 feet vertically.
 d) Clear of cloud horizontally and vertically.

3. Except for the purpose of taking off or landing, an aircraft shall not be flown over an aerodrome at a height of less than
 a) 2,000 feet AGL
 b) 2,000 feet ASL
 c) 1,000 feet AGL
 e) 1,000 feet ASL

4. When two aeroplanes are approaching to land, the aeroplane at the higher altitude shall
 a) increase speed
 b) overtake the lower aircraft on the left
 c) give way
 d) complete a 360 degree turn to the right

5. Formation flying is permitted only if such flights
 a) have been pre-arranged by the pilots-in-command
 b) are conducted above 3,000 feet AGL
 c) are conducted by commercial pilots
 d) are led by a pilot whose license is endorsed for formation flight

6. When a NORDO aircraft crosses an airport for the purpose of obtaining landing information it should maintain
 a) circuit height
 b) 1,000 feet above circuit height
 c) at least 2,000 feet AGL
 d) at least 500 feet above circuit height

7. Pilots should not fly low near farming activities because aricraft
 a) noise frightens livestock
 b) shadows frighten livestock
 c) may cause stampeding
 d) may cause any of the above to occur.

If you got any of these wrong perhaps you should re-read your Ultralight Aeroplane Information Manual TP4310.

Answers: 1-c, 2-a, 3-a, 4-c, 5-a, 6-d, 7-d