

NIGHT FLYING



Your ability to fly at night is directly related to your ability as an instrument pilot. It consists of being alert, knowing your cockpit, and relying on your instruments.

Your check for night flying is the same as in the daytime, with this exception: **You must check all your lights for proper operation before you taxi out.**

Tips

Carry a flashlight. Have it handy in case of an emergency.

Clean your windshield.

Use the landing lights only as much as necessary while taxiing.

Taxi slowly and be doubly alert for other airplanes and obstructions.

Keep all unessential lights turned off.

Turn your cockpit lamps down so there is no glare.

Night Takeoff

Check your flight instruments carefully before takeoff. **Be sure your landing lights are fully retracted before takeoff.** They set up a violent aileron flutter if they are extended at all. Night takeoff is practically the same as instrument takeoff. Rely on your flight instruments as soon as you leave the ground.

Keep your altimeter going up and your rate of climb on a good, steady climb indication. Check your artificial horizon for wings level.

Establish a steady climb and keep power on until the landing gear is up. Then reduce the power and retract the flaps.

Your airspeed picks up rapidly and you will be well over single engine flying speed. Continue your climb at normal power settings.

Never drop the nose to gain airspeed. Too many pilots have flown back into the ground this way.

Don't attempt to fly half contact and half instruments. Stay on instruments until you reach safe altitude.

Night Approach and Landings

Your approach and landing procedure is much the same at night as it is in the daytime, except that after calling the tower on the downwind leg, you extend your landing lights and then return switch to the OFF position. This leaves your lights extended and ready for use when you switch them on before landing.

Use a little more speed on the night approach. Turn on your landing lights when you are near the ground.

When making a night landing at a strange field, watch carefully for obstructions. Ask the tower for complete information.

The general tendency is to undershoot at night, so aim your glide path to allow for this.

Test your brakes soon after landing and start to slow up immediately. It is difficult to judge the end of the runway at night.