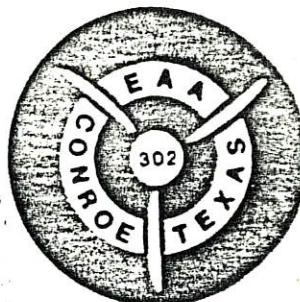




# EAA CHAPTER 302

## NEWSLETTER



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Editor: Marcia Sullivan

The next meeting will be Saturday, October 8, 10 am at Wally's Hanger. There will be an Executive Board Meeting immediately after adjournment to discuss a Nominating Committee for next years officers. All Chapter Members are invited to attend.

Responsible for refreshments this month are Stella Anthony and Bonnie Conlin.

### EL PRESIDENTE'S

### SAFETY

### CORNER

### A "FLY-BY-NIGHT" OPERATION

It was a clear night, and the weather was favorable for a return flight from a business meeting. The pilot understood the risks involved in flying a single-engine aircraft after dark, and he plotted his route of flight carefully to insure that a well-lighted airport would be near at all times. He planned to circumnavigate a familiar area of rough terrain, even though doing so would add a few minutes to his trip time. He filed a VFR flight plan and contacted the ARTC Center radar for advisories en route.

The pilot's worst fears were realized when the engine began to surge and lose power en route. He knew that a night emergency landing should be avoided at all costs. He was also aware that what appeared to be flat terrain at night could, in fact, be totally unsuitable and that even well-lighted roadways could harbor utility wires that are usually invisible at night.

The pilot immediately informed ATC radar controllers of his situation. They were able to pinpoint his position almost immediately and vector him toward a nearby airport. Fortunately, the engine developed enough power to enable the aircraft to reach the airport and complete a landing. The pilot was certain that a complete power loss under the same circumstances would have led to disaster.

### Night flying tips

Night flying can be a safe, routine operation if you exercise proper planning and good judgment.

- Prior to night flight, check all your equipment for proper operation, including interior and exterior aircraft lighting.
- Always carry a workable flashlight. If it does not have a red lens, red cellophane will suffice.
- Carry spare fuses.
- Select your route of flight carefully and file a flight plan.
- Check the AIM and NOTAMs for the availability and operational status of lighting aids at your destination.
- Contact ATC radar facilities en route and ask them to keep an eye on you.
- Blink your landing light in recognition of other air traffic as a collision-avoidance procedure.
- On final approach, use any available descent aids, such as VASI or ILS glide-path.
- Be wary of straight-in approaches to runways not equipped with descent aids, especially if they are joined by sparsely lit areas. In these areas (known as "black holes"), attaining a proper descent profile can be tricky. ■