



# Loud and Clear



## New Hawthorne Aviators

The speaker at this month's meeting will be the George Daniels from the Tower at CAE. He will tell us about what's happening and listen to our gripes! This will be one you will want to attend. It will be at Capt'n Pete's Seafood at 6:30 on Thursday, 5-27-2004. Make plans to attend. We hope to get a Tower tour scheduled in CAE also!

### From the President

The Rose Festival Aviation Weekend was a success, being the first of three and possibly a fourth festival in which we plan to participate for club funding this year. We now look forward with more experience to our next air tour/ride event at the Watermelon Festival in Hampton. Officers of our club have flown to the Hampton-Varnville Airport and met with representatives of the festival and local paper. They have inspected the airport and established a route for the flights. We will have one other meeting for promotion & advertising. As such, all is looking very good for the one-day event on Saturday, 26 June. And yes, that includes the weather.

Tuesday evening work continues on the clubhouse. The framing is complete, the plumbing has been started, and the wiring will begin next week. Recently, however, progress has been slow due to the number of members available to work. An average Tuesday will find the same 6-8 members working late into the evening on the construction. We need more people to get involved. Experience helps, but is not required of everyone. Our goal should be completion of the NHA clubhouse in time for the August meeting and a celebration barbecue.

Due to a booking conflict with the meeting room at the Chestnut Grill, the monthly club meeting location for May had to be changed to Capt'n Pete's Restaurant. Featured speaker this month will be an FAA representative from the control tower at Columbia Metropolitan. This is not a meeting to miss. Bring a friend. I hope to see all of you there.

Ron

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#### May Birthdays:

- 31st Kurt Vongraff

#### June Birthdays:

- 12th Paul Fillman, Jr
- 17th Cecil Bennett
- 17th Doreen Kohler

#### Holidays

- May 31st Memorial Day

### **Inside this issue:**

<i>From the President</i>	1
<i>Night Flight</i>	2, 3
<i>Upcoming Events</i>	3

## Night Flight

*With summer upon us and our small airplanes being like small ovens, I thought this would be a great reminder to us all as we more often seek the pleasure of flight under the cool darkness of night. It's a beautiful experience and a lot cooler, but we have to remember a few extra things. Thanks to Tom for this article and hopefully it will refresh our memory and keep our flights safe as we enjoy the freedom we as pilots have.*

Night flight presents numerous challenges that are not as prevalent during day flight. Most of these have to do with decreased visibility.

### Preflight

Outside preflight needs to be done very carefully with a bright white flashlight. All aircraft lighting systems need to be checked by turning them on, including navigation lights, rotating beacon, landing lights, strobe lights (if so equipped), interior white dome lights, white panel lights, and red panel lights. Be sure you have another flashlight with a red lens.

Cockpit management is also more important at night. Be sure you have everything you will need well organized (pencils, charts, flashlights, etc.). Things tend to get dropped and lost under the seats at night if not managed well.

### Taxi

During taxi be sure to stay in the center of the taxiway (on the yellow line) so as not to hit any unseen obstacles. Ask for "progressive" taxi instructions at towered airports if not sure where to go. Taxi slower than during day operations.

### Takeoff

At some airports, you may experience a temporary "blackout" immediately after liftoff due to a lack of lights on the ground in the immediate vicinity. In this situation it is important to fly by the instruments until reference to the ground is regained. This means holding the proper airspeed and attitude for climb and the proper heading. The vertical speed indicator should show a climb.

### In Route

During your trip you will probably have to depend more on radio navigation and less on pilotage (looking at the ground). Landmarks that would normally be used as checkpoints during day flight may not be identifiable at night. Cities and towns can be seen, but they are difficult to distinguish one from another. Rivers are difficult to see. Interstate highways can usually be seen if there is a fair amount of traffic on them. Mountains, railroads, and power lines may not be seen at all.

Other aircraft can easily be seen if they are as high as or higher than you are, but if they are lower, their lights tend to blend in with ground lights.

If the ground lights suddenly go away, you have probably flown into a cloud. If altitude permits, you may try descending a few hundred feet to get below the cloud, but you may have to do a 180 degree turn (on instruments) to get back to visual conditions.

### Landing

Landing probably presents the greatest challenge at night, just as it does during the day.

Often the wind is calmer at night, so you may have little sensation of movement/speed. You will have to watch your airspeed indicator closely to set up the right pattern speeds.

You will also have to watch your altimeter closely to determine altitude, since decreased depth perception makes it difficult to estimate your altitude visually.

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If a runway has VASI lights, consider landing on that runway unless the wind is a strong tailwind or crosswind. When using the VASI, try to fly the proper glideslope. If you see a too low indication, add a significant amount of power immediately to correct the situation before you hit an obstacle.

Some people prefer not using full flaps at night because the steep approach angle requires a very accurately timed flare. Also, some people like to land with a little power left on so as to give an even more gradual approach angle on short final and during flare.

You can usually see tire marks on the runway with the aide of your landing light (if you land where other airplanes have been touching down) when you are about fifty feet above the runway. This is a signal that you are close to the runway and it is about time to flare. Looking down the entire distance of the runway, you can also notice how the angle at which you are viewing the runway edge lights changes as you get lower. You will need to flare before reaching a level line of sight.

Land in the center of the runway (on the white stripes). Apply brakes sparingly to slow the airplane down gradually, assuming you have plenty of runway left. You don't want to swerve and loose sight of the runway centerline because of applying the brakes too aggressively.

### **Other Thoughts**

If you are not comfortable with flight in a particular airplane during daytime, don't fly that airplane at night until you can control it well during daylight hours.

If you plan on carrying passengers, be sure you are current for night flight (three night take-offs and landings to a full stop within the preceding ninety days).

Some consider night flight in single engine airplanes more dangerous than instrument flight. With an engine out during instrument flight you would probably break out of the clouds in time to see where you were going to touch down and maybe with enough altitude to select a suitable spot. At night you may not be able to see much of anything on the ground except ground lights and dark areas until your landing light shows what's under you when you are about fifty feet from the ground – too late to pick a landing spot.

Night flight can be a very beautiful experience. But remember that it takes a higher skill level than day flight.

## **Upcoming Events**

We have been asked to give rides at this years Watermelon Festival in Hampton. This has been a topic of discussion at the last few meetings in case you were not there. This past Sunday, 5-16, four airplane flew over to check out the airport and meet the organizers of the event. Roland, Tom, John and myself left OBG at 12:30. Cecil was already on the ground from Ehrhardt when we arrived. We talked a few moments on the ground and were asked if we would take them up and make the short trip over to Walterboro. I really think the idea behind it was to check out our flying ability and how we conducted ourselves. The feed back I have heard was very positive and they were very pleased with what they saw. It is my understanding that this is the first time they have ever allowed something like this to be a part of their festival and we all hope it won't be the last. We are expecting to do a radio commercial to help let the public know about the rides. The date for the one day event is June 26<sup>th</sup> so please put that on your calendar and come help support your chapter.



Pictures from the Rose Festival!!



We're on the Web!  
eaa1367.org

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The newsletter of

*The New Hawthorne Aviators!*

1811 Airport Rd.  
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*New Hawthorne Aviators*

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*122.7 on your avionics dial*



Chapter 1367

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