

Night Flying



Read Flight Training Manual Pg. 178 on Night Flying

Night VFR Requirements

INSTRUMENTS

1. Day VFR (MAATE) + Radio – CAR 605.14
 - a. **M**agnetic Compass
 - b. **A**irspeed Indicator
 - c. **A**ltimeter (with barometer window)
 - d. **T**ime piece
 - e. **E**ngine instruments
 - i. Tachometer
 - ii. Manifold Pressure
 - iii. Oil Temp/Pressure
 - iv. Fuel gauges
 - f. Radio (at CZ or MF)

2. Night VFR (in addition to Day VFR) – CAR 605.16
 - a. Turn Coordinator or Turn and Bank
 - b. Electrical energy (alternator)
 - c. 50% of the rated fuses (not applicable for circuit breakers)
 - d. Heading Indicator
 - e. Attitude Indicator
 - f. Vertical Speed Indicator
 - g. Pitot Heat
 - h. Outside Air Temperature
 - i. Flashlight

LIGHTS – CAR 605.17

1. Landing light (if passengers carried on board)
2. Position lights (aka Navigation lights)
3. Anti-collision lights – either a beacon or a strobe light
4. Taxi light (optional)

Pre-flight Inspection

In addition to the regular pre-flight inspection, make sure you check the following are working:

1. All lights
 - a. Landing light

- b. Position/Nav lights
 - c. Anti-collision light(s)
2. Pitot Heat

Try to do the pre-flight inspection when there still is a little bit of daylight left or else, make sure your pre-flight inspection is done more deliberately, using a white light to assist with the inspection.

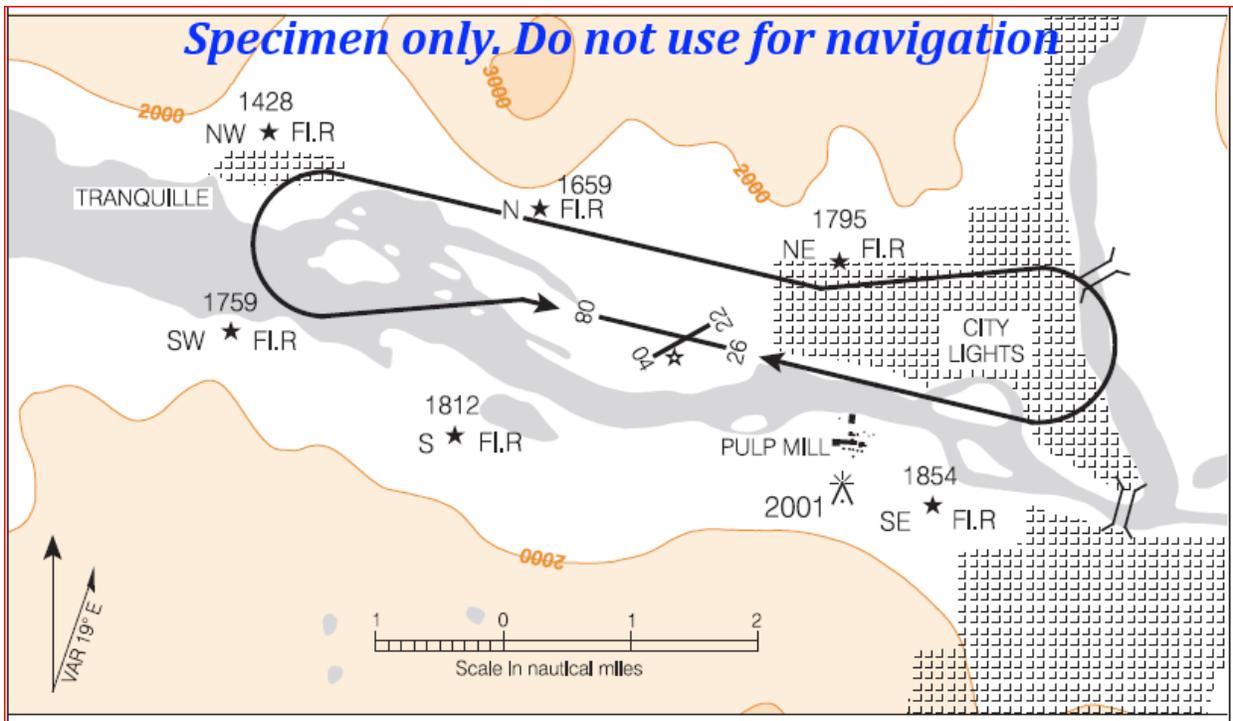
Make sure you have a flashlight, preferably a headlamp which has white as well as red lights. Your best bet is to go to a store that sells camping/hunting gear.

Make sure you have enough fuel for your flight. As per CAR 602.88 (3) (a) (ii), fuel required for a night flight is planned flight plus 45 minutes.

Aerodrome at night

When flying into an aerodrome at night, ensure that the runway has lighting available. Refer to the CFS under runway data for more information. Most uncontrolled aerodromes have a system called ARCAL. Understand how they work by referring to section A of the CFS.

When flying in BC, most aerodromes will also have night circuit procedures. Some procedures might also involve flying at a different circuit altitude at night. Refer to them in the CFS. Refer to the procedure at Kamloops below as an example.



PS: Ask your instructor what it means by “Red on the Right is wRong”