

Night Checkout Guidance

Cindtronix Aviation's Safety Practices and Procedures, and our rental agreement, requires non instrument rated pilots to take an initial and annual night competency check with a CA CFI before being authorized to fly a rental aircraft at night. We expect to challenge the pilot, because we recognize the added task loads and risks involved with night operations.

Remind all pilots of the rental agreement restrictions: night flight is permitted only in non-mountainous terrain, and only at airports with VASI or PAPI, and with after-hours fueling available; there is to be no night IMC.

Initial:

Pilot experience, ratings, and recency of night flight will be the main considerations in determining the content of a night checkout.

- Low time pilots, or those with no recent night time:
Flight into the training area, some VFR maneuvers (slow flight, turns, and stalls), VOR orientation and tracking, a simulated engine failure, and a simulated entry into clouds. This is followed by a visual (no GPS) return to OQU, pointing out the visual cue to find it. Perform at least 3 TOLs to a full stop, with one of them simulating an engine failure. Do 1 or 2 landings with the landing light off. The Safety Practices and Procedures requirements, as listed below, should be covered in the simulated cloud entry:
 - Straight and level
 - Constant airspeed climbs and descents
 - Turns to headings
 - 180° level turn
 - Recovery from unusual attitudes
 - VOR/ADF tracking
- Recently graduated Private Pilots trained at CA:
No checkout necessary if within 12 months of their Private Pilot night cross country.
- Pilots with significant recent night experience:
At a minimum, 3 or more TOLs for FAA currency; at least 1 or 2 with the landing light off. If the pilot is not familiar with the Quonset Point area at night, depart the pattern for the practice area, and review the local checkpoints to help find OQU visually.

Annual Recurrent:

If the pilot flies regularly and has recent night experience, perform the 3 TOLs for FAA currency, at least 1 or 2 with the landing light off. If the pilot has not flown recently at night, depart the pattern for the practice area, and review the local checkpoints to help find OQU visually. As a CFI judgment, consider some VFR maneuvers (slow flight, turns, and stalls), VOR orientation and tracking, a simulated engine failure, and a simulated entry into clouds. Then return visually to OQU for the TOLs.