

DAVID C. REEVE

NIGHT FLYING SENSE



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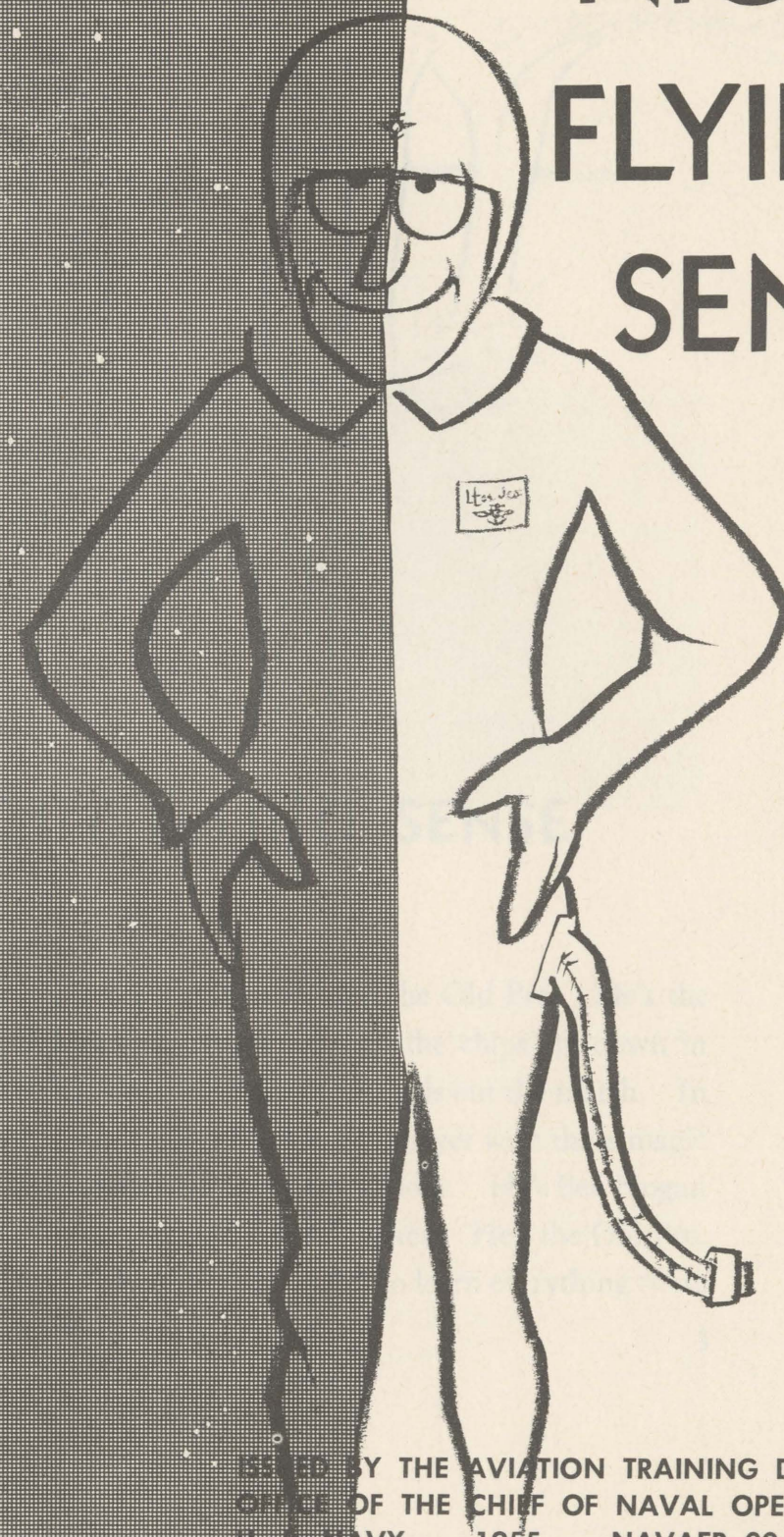
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NIGHT FLYING SENSE



ISSUED BY THE AVIATION TRAINING DIVISION
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
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THAT
FLYING
SENSE

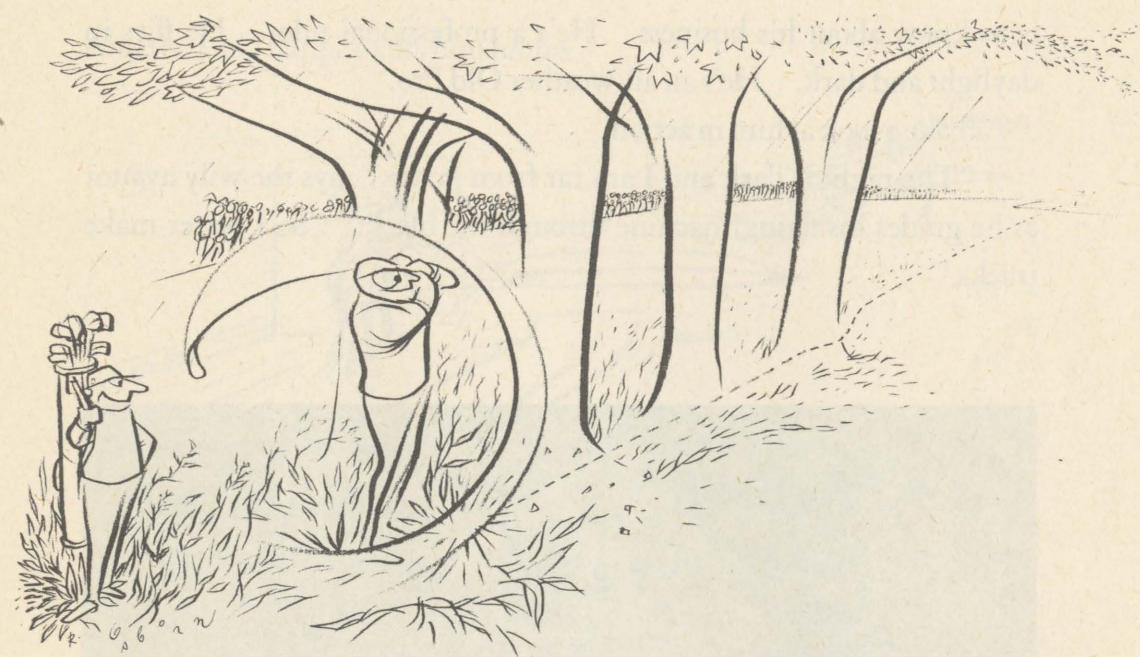


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NIGHT FLYING SENSE

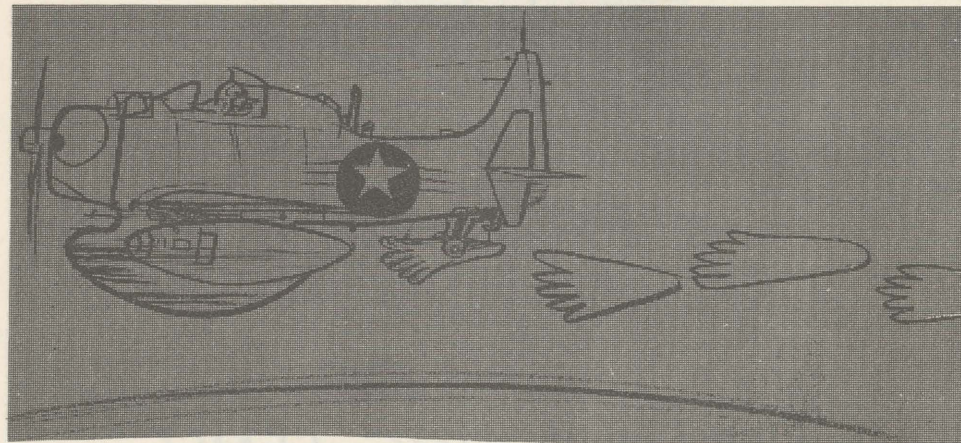
IN SPORTING CIRCLES, you can generally spot the Old Pro. He's the competitor with the something extra. When the chips are down in golf, for example, he has the crucial shot that pulls out the match. In baseball, he's Stan the Man. He's the football player with those magic reflexes which get him through impossible situations. He's Ben Hogan and Lou Gehrig and Durocher and Doak Walker. He's the Old Pro.

In flying circles, he's the pilot who wants to learn everything there

is to know about his business. He's a professional pilot. He flies in daylight and dark. He's an all-weather Old Pro.

Take a look at him in action.

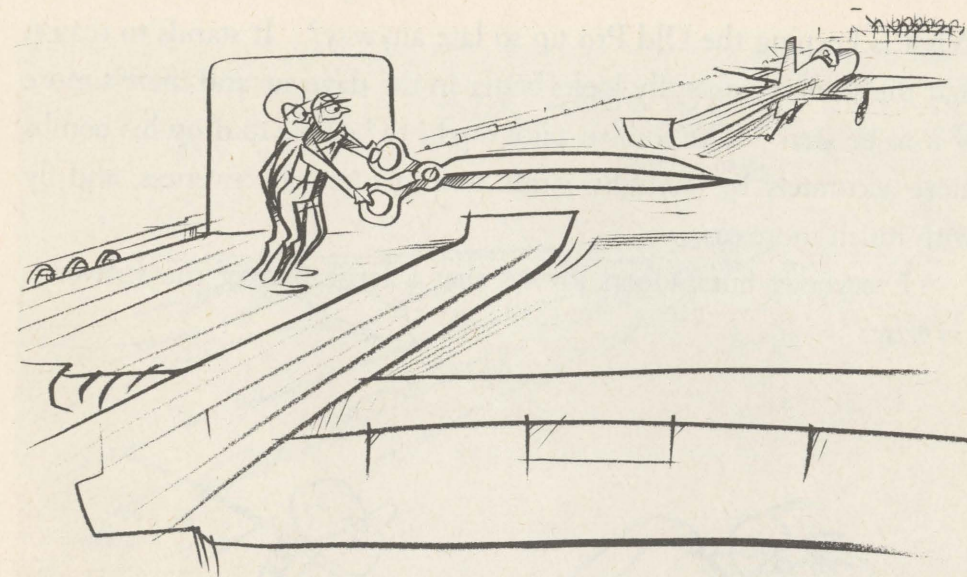
"The night is dark and I am far from home," says the wily aviator as he guides his flying machine through the black. "So I better make tracks."



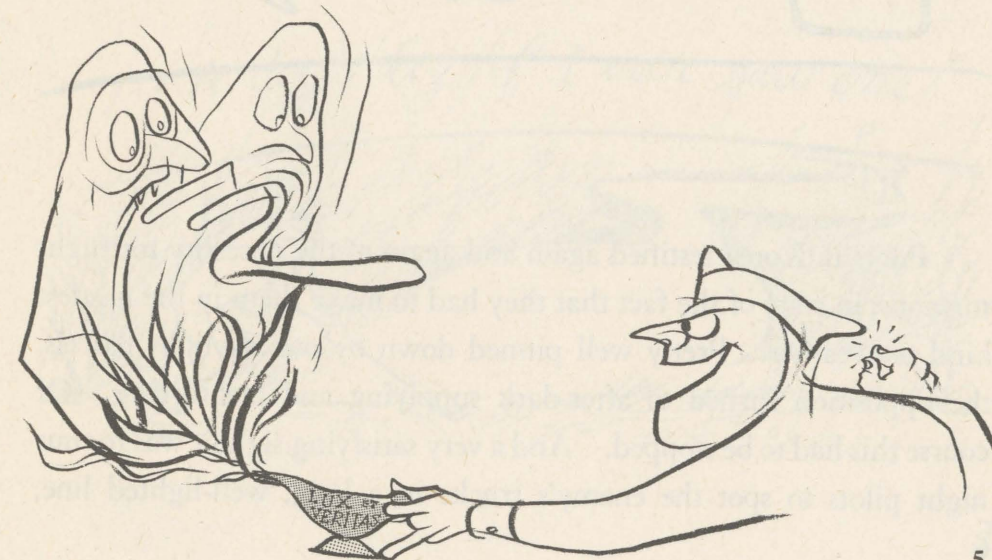
So he does. Craftily using his electronic aids, reading his instruments with skill and believing what they tell him, keeping a calculating hand on the throttle, he nurses his airplane home. The Old Pro finds his way to the ship.

Making what amounts to an instrument approach, trusting the little dials and pointers and refusing to allow the few dim lights down yonder to play tricks on him, he comes on in. He keeps his dark-adapted eyes on the LSO, confident of that excellent fellow's judgment.

And the LSO happily cuts him home.



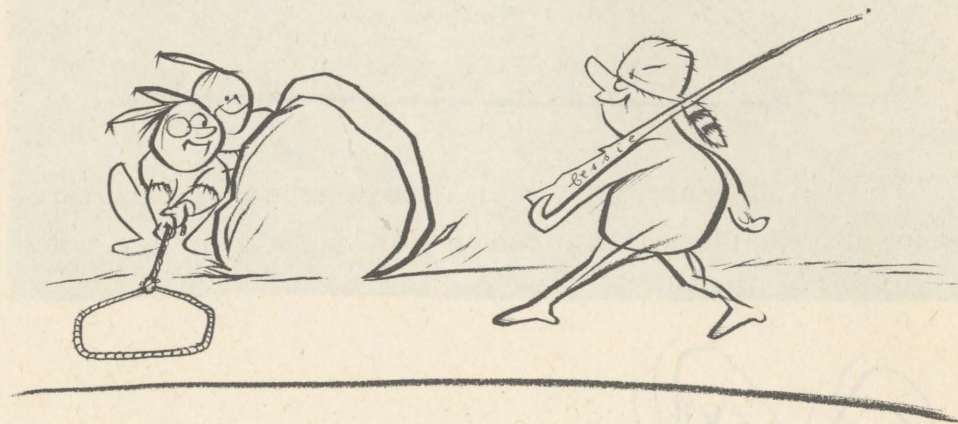
He is an all-weather artist, ready to take on the worst, unafraid of boogie men and things that go boomp in the night. This is a professional, not a small boy afraid of the dark.



LONG PAST BEDTIME

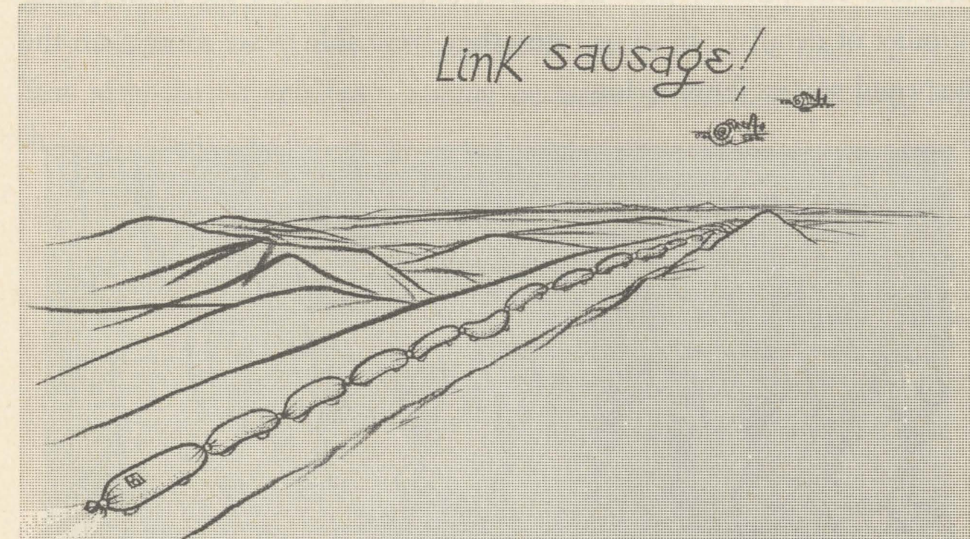
What is keeping the Old Pro up so late anyway? It stands to reason that the scenery generally looks better in the daytime and there's more of it to be seen. The combat pilot ought to be able to drop his bombs more accurately by daylight, strafe with greater effectiveness, and fly with much more ease.

Everybody but Dilbert knows that a large part of the answer is *surprise*.

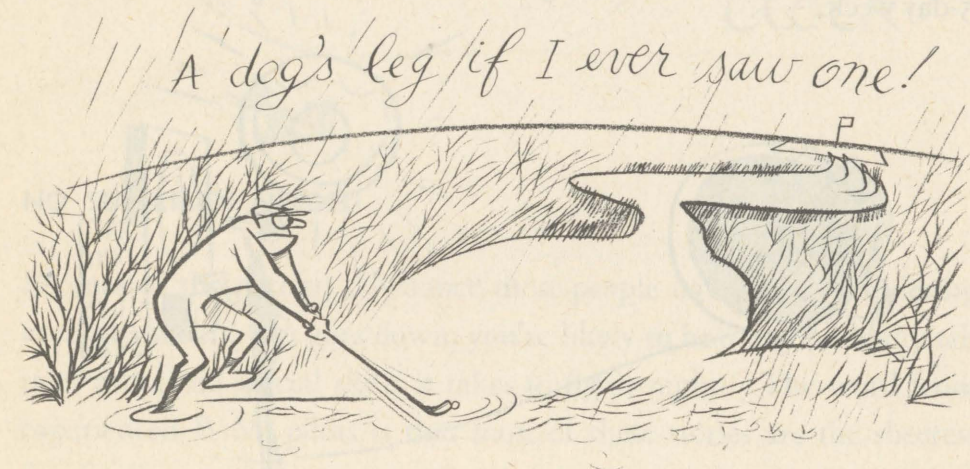


Pilots in Korea testified again and again to the necessity for night missions, in spite of the fact that they had to make them in the nastiest kind of weather. Pretty well pinned down by our daylight patrols, the opposition turned to after-dark supplying and reenforcing. Of course this had to be stopped. And a very satisfying sight it was for our night pilots to spot the enemy's trucks in a long, well-lighted line,

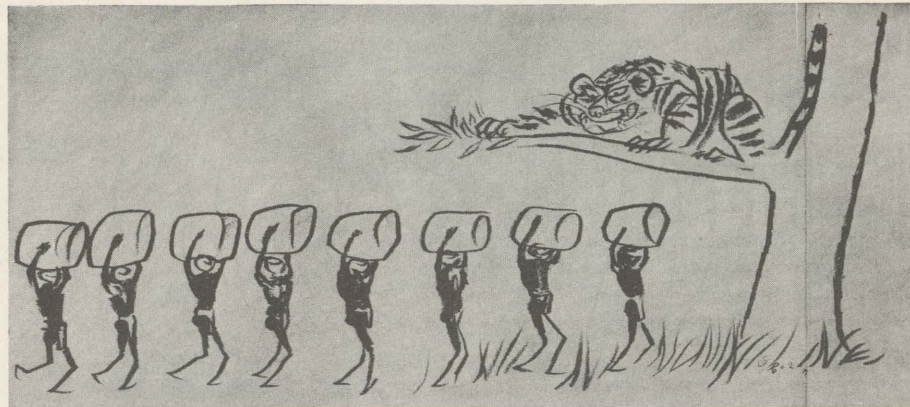
chuffing along the highways. They were rolling ducks for our roving night aviators.



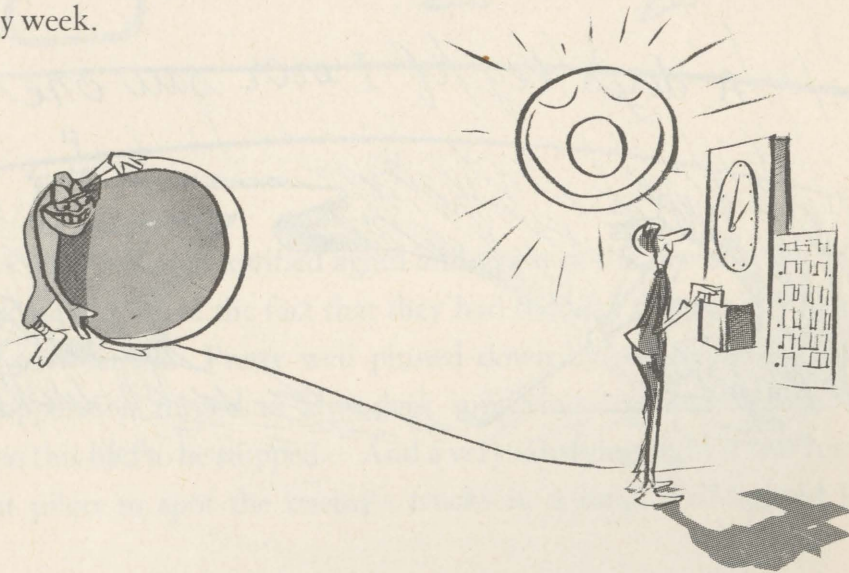
Our ability to carry out these P. M. attacks kept the Korean unpleasantness from getting completely out of hand. The terrain was rough and the weather was often wicked, but the professionals did



their job. They discovered that they had certain advantages over the enemy on the ground, despite the difficulty of their task. They had first-rate equipment; they flew fast; and they could see a surprising number of details. In some cases, they were able to see more than the surprised parties down below.

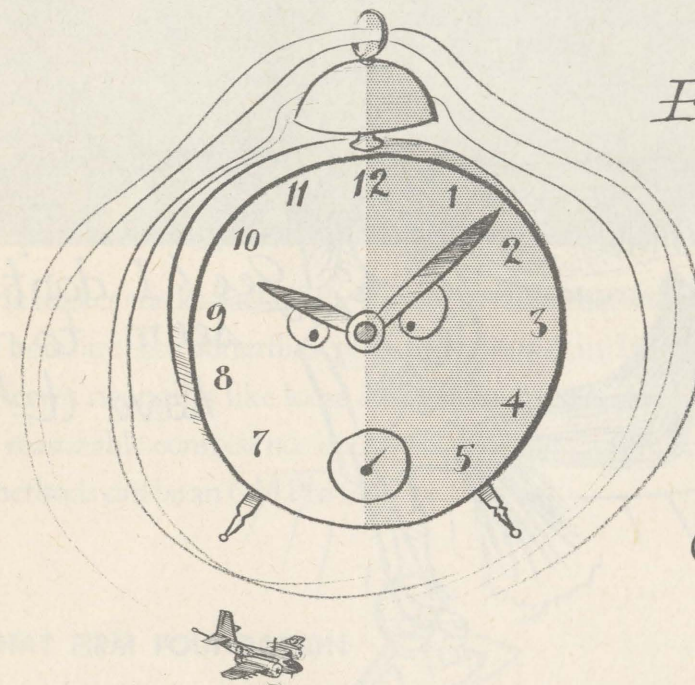


As of now, in routine operations or combat, night flying is a must. The enemy knows that just as well as we do. Nothing would please him more than for us to confine our activities to broad daylight and the 5-day week.



His submarines could cut us to pieces. We wouldn't have any air defense against his night attacks. The foe could supply his forces freely under cover of the friendly dark.

Night flying is now so important that it can't be reserved for a few after-dark specialists. Sooner or later, practically everybody will have to get into the act.



*Everyone
will
fly
around
the
clock!*

NO SUPERMEN NEEDED

Because of the natural reluctance most people have about wandering around after the sun goes down, you're likely to hear a good many tall tales about the special skills it takes to fly at night. The word from experienced P. M. pilots is that most of these stories are the sheerest flapdoodle.

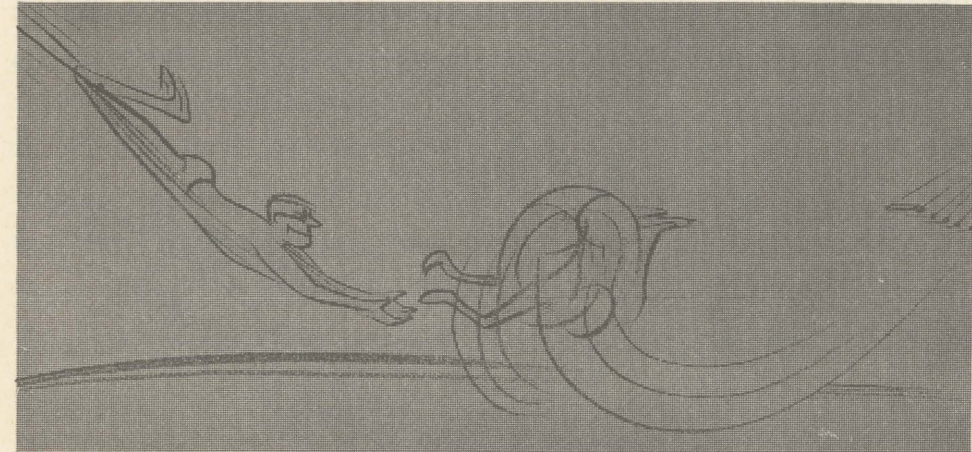
All flying is a blend of skill and attitude. In night operations, the ingredients are just about equally important. An after-dark flyer has to know what he's about, sure, but he also requires a belief in his ability to do the job. You saw that work in basic training when some of the most promising lads, in spite of their very genuine talent, failed to make the grade. Something was missing. What it was can be stated this way: *They never really believed in themselves as flyers.*



In the strong sun or the dark night, a pilot without belief in himself is of more help to his side if he stays firmly planted on the deck. He's better off piloting pillow cases than airplanes.

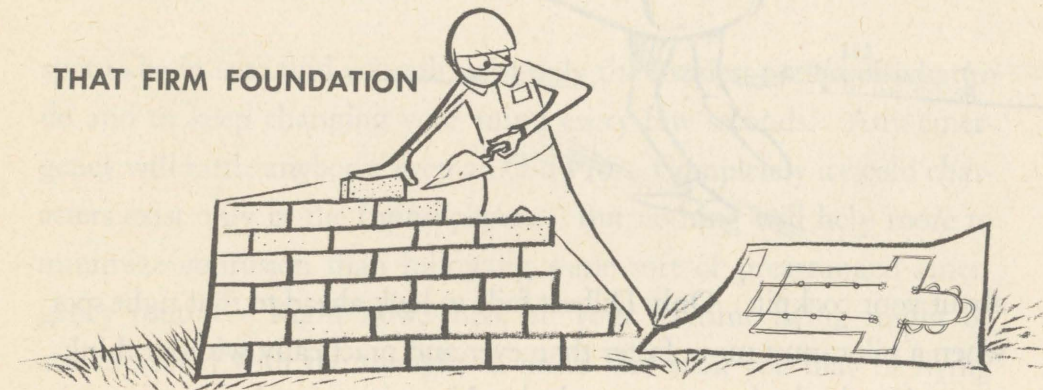
Night flying calls for a little more of the same blend of attitude and skill that makes day flying possible. You don't have to be a wonderboy to fly after dark but you do have to acquire a touch more skill and develop a touch more belief in yourself. That's why the Old Pro, a

well-trained pilot to begin with, finds night flying just another part of his job. *He does it because he believes in his training and in himself.*



He makes tracks back to the carrier because that's the way he planned it. There are no butterflies plinking around in his stomach, no Night Nerves twanging like loose strings in a harp. Any pilot who develops a reasonable competence on instruments and a sure sense of night flying methods can be an Old Pro too.

THAT FIRM FOUNDATION



All flying prepares for operating after dark. What you learn from the

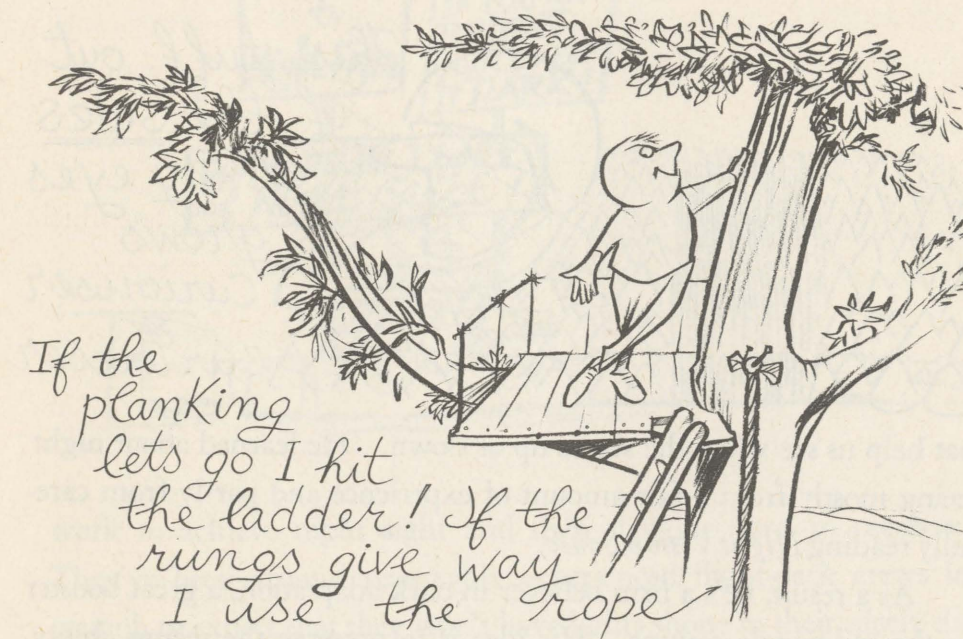
very beginning about cockpit familiarization helps make you ready for those flights in a virtual blackout when you must let your hands perform practically automatically. You don't go looking for the proper lever or control in night operating.

It's never a bad idea to spend a fair amount of time in the cockpit of a new plane, just letting your hands and eyes rove from one dial to another, from one set of switches or knobs to another, committing to memory locations and shapes. And every time you move from one aircraft type to the next, you'd be well advised to follow the same methodical familiarization routine. You can never know too much



about your cockpit. Only Dilbert fails to look ahead to that tight spot when a pilot must move faster than ever and practically without thinking. A real pilot knows so much that his actions are almost automatically translated into reflexes.

In any kind of flying, the pilot most likely to survive is the one with a plan. The Old Pro insists that in night flying the best deal is to have an emergency routine all worked out ahead of time to cover practically any situation. Even if the plan is not perfect, stay with it! The worst

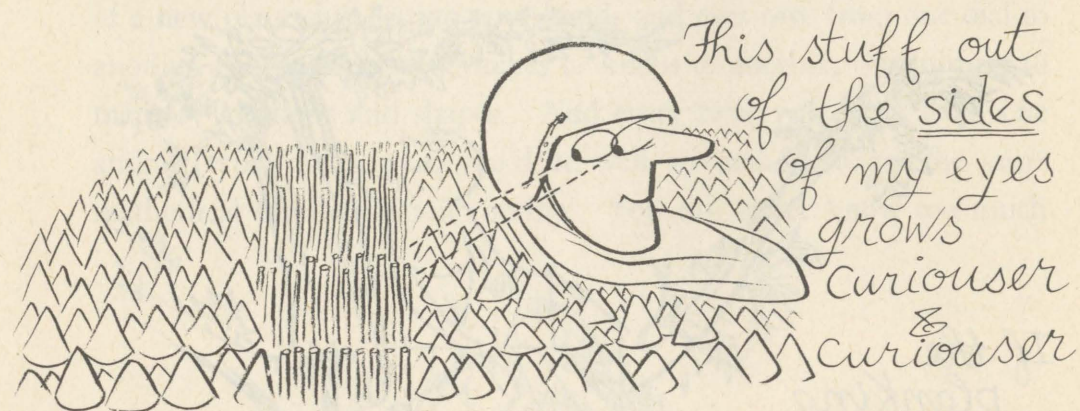


spot to be in is to find yourself with only the fuzziest notion of what to do and to keep changing your mind every few seconds. Any emergency will rattle anybody, even an Old Pro. Completely ice-cold characters exist only in the funny papers. But nothing will help more to minimize confusion than following some sort of prearranged emergency routine. Right now, then, all your daytime flying might be accomplished with the thought in mind that soon you may be flying at night too.

You can do yourself some good by trying to figure out what you

would do in a given situation after dark. As a prospective professional, needless to say, you won't plan to give up the ghost.

Like all the rest of us, the Old Pro had the usual difficulty persuading himself that there was something to be seen at night. He had to find out about the curious ways of the rods and cones, the little nerves



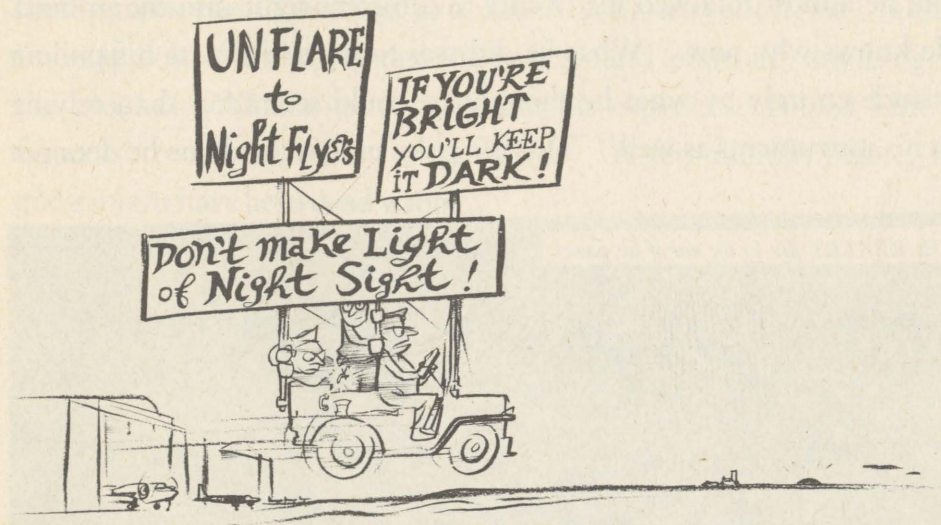
that help us see when the sun is up or down. He learned about night seeing mostly from a fair amount of experience and partly from carefully reading *Night Vision Sense*.

As a result, he's a firm believer in dark adaptation, a great booster for the red-goggle routine. His idea is to preserve the seeing ability



of his eyes through all stages of his night flight, beginning with the critical takeoff period. His squadron uses all the approved night-vision-

saving devices, including flame shields on the guns. They use rockets judiciously. They are taught to set off flares sparingly. In short, they

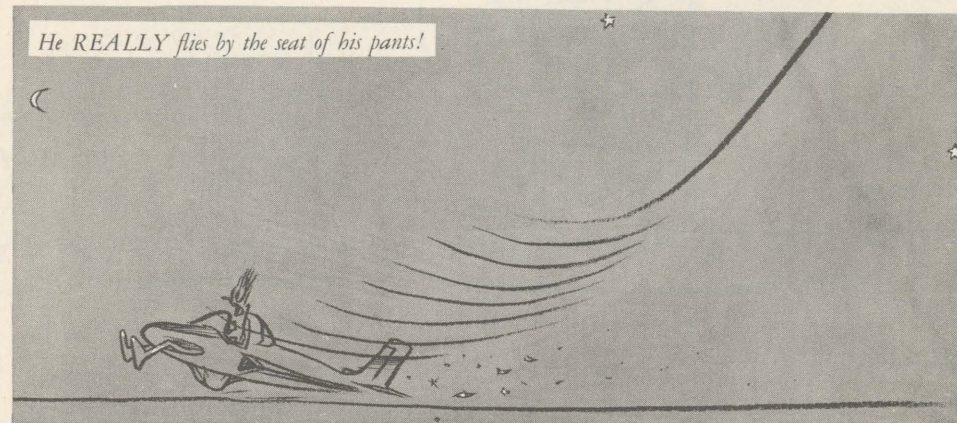


work to achieve night sight and then struggle hard to preserve it. They've been around reasonably experienced flight-deck crews long enough to expect that they won't have lights shone in their nicely dark-adapted eyes just before takeoff. But they still warn against it—just in case.

ONE NIGHT AND ANOTHER

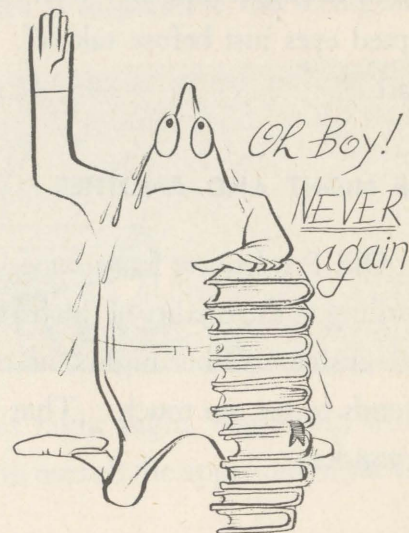
The Old Pro knows from experience that his ability to see will vary according to the quality of the night. Some nights he can see very, very little outside. Other nights, he can see plenty. On still other nights, he tends to see too much. That is, his mind tends to imagine objects out yonder.

His rule, therefore, is to put his trust—when possible—in his instruments rather than in his eyes. He remembers an incident in Korea when, in the course of making what he thought was a very fine strafing run, he almost followed his twenty-millimeters right into the ground. He knows why now. What he did was to try to estimate his pullout altitude entirely by what he thought he could see rather than relying on his instruments as well. This is a risky practice and one he does not

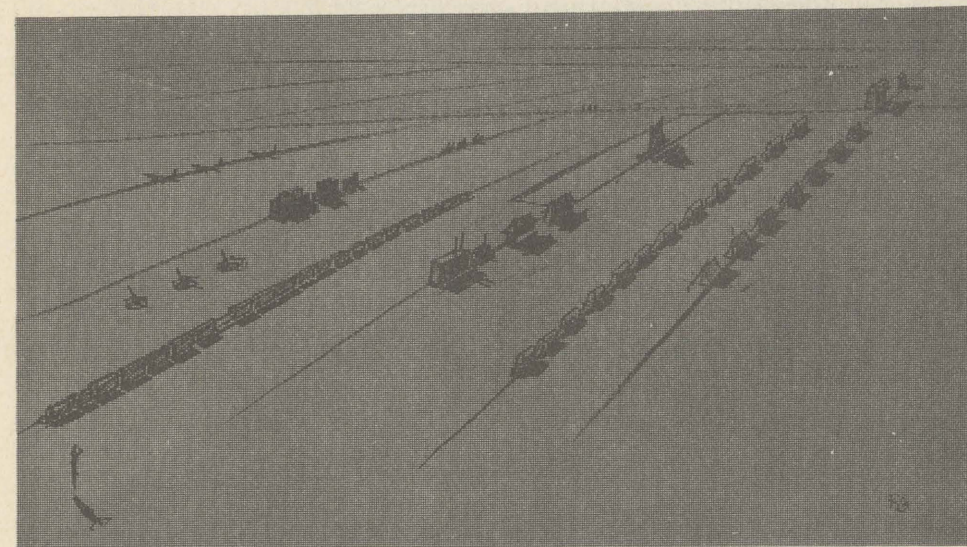


intend to try again. As it was, he just did manage to pull up and out of there in time.

I can tell better
than you can!



On the whole, he figures that experience is what really counts in night flying. The best deal is to acquire as much as a fellow can. In bright moonlight, he recalls, there were times when he could spot an enemy truck from 1,000 feet as it rolled along *without lights*. Other times, it took all his knowledge and background to identify anything on the ground. What counted was that his experience helped him to figure out what the object probably was. A few months before, his guess might have been dead wrong.

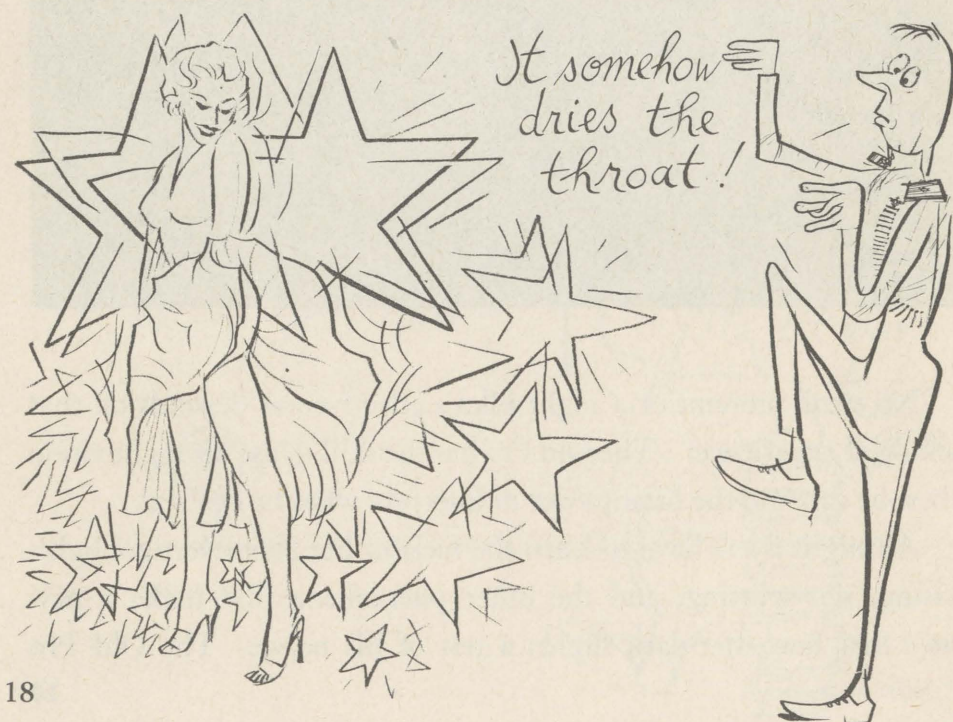


No small amount of a night pilot's effectiveness depends on that backlog of experience. The Old Pro has the skill to use his night vision as best he can and the brainpower to interpret what he *can* see.

All night flyers have to learn the facts of life about vertigo, light-chasing, star-splitting, and the other phenomena that make a new man's first few after-dark flights a test of his nerve. The Old Pro

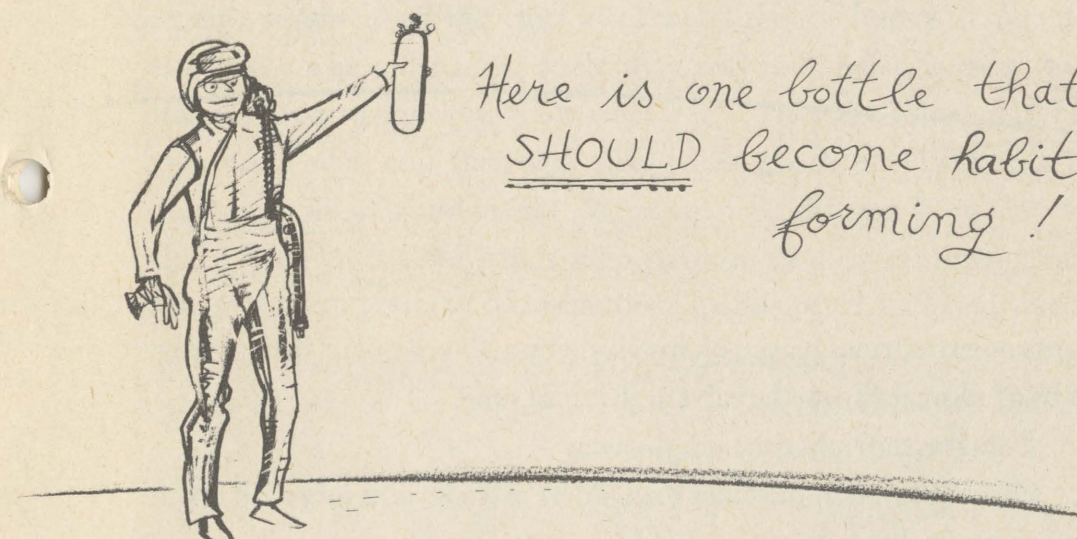
remembers his first high-altitude night flight and his tremendously vivid feeling of being "alone with the stars." There were just too many lights up there. He had the feeling he could reach out and grab a star as easily as he could reach over and flip a switch. The minute he stared too long, his sense of orientation in space left him. The heavens seemed to spin. He had no accurate idea which end was up. He forced himself to check his instruments and to believe them. *Then* he knew. The second and third times up, he was not so easily confused. Of course he never forgets that vertigo can hit the most experienced pilot and at the oddest times; so his mind is prepared for it.

The Old Pro feels that a very important part of night flying is learning how things look at high altitudes. The new pilot should expect to be confused by the dizzying effect of having so many stars all around him. He must anticipate this early bafflement.



Looking back on his first few flights, the Old Pro shudders to think of what might have happened if he had been flying wing on somebody at those times. His advice is for a fellow to become used to the upper spaces on his own before he has somebody else around to worry about. A pilot must adapt himself to the novel sensations of night flying in just the same way he must adapt himself to any other kind of flight. The first time you go under the hood, for example, you are entering a new flying world. In effect, that's the way it is after dark too.

There's no need to stress for even the semiprofessionals that oxygen is an important part of any kind of altitude flying at night. The Old



Pro discovered right away that his rods, the night-seeing nerves, are quickly affected by even the smallest lessening of the normal oxygen supply. With today's fast, high-flying aircraft, the smart pilot takes

no chances: He's on oxygen from the deck on up at night. He knows how much he needs the stuff. And he has the same high regard for his oxygen supply that he has for the amount of fuel in his tanks. He



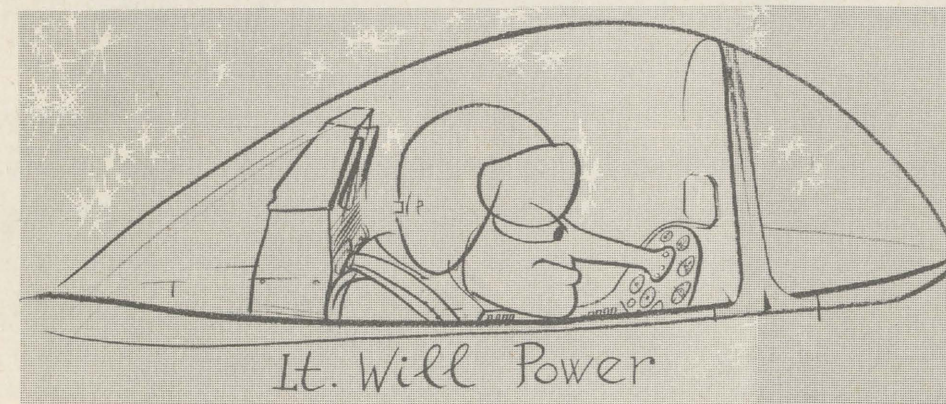
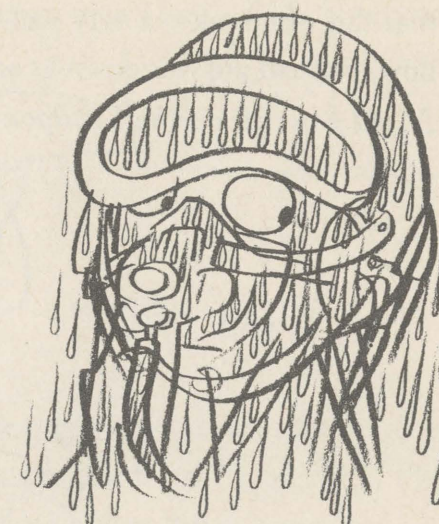
wants no extra tricks played on his vision by a played-out oxygen supply. Or by a failure to flip on the valve at the right time.

At night, the right time is right away.

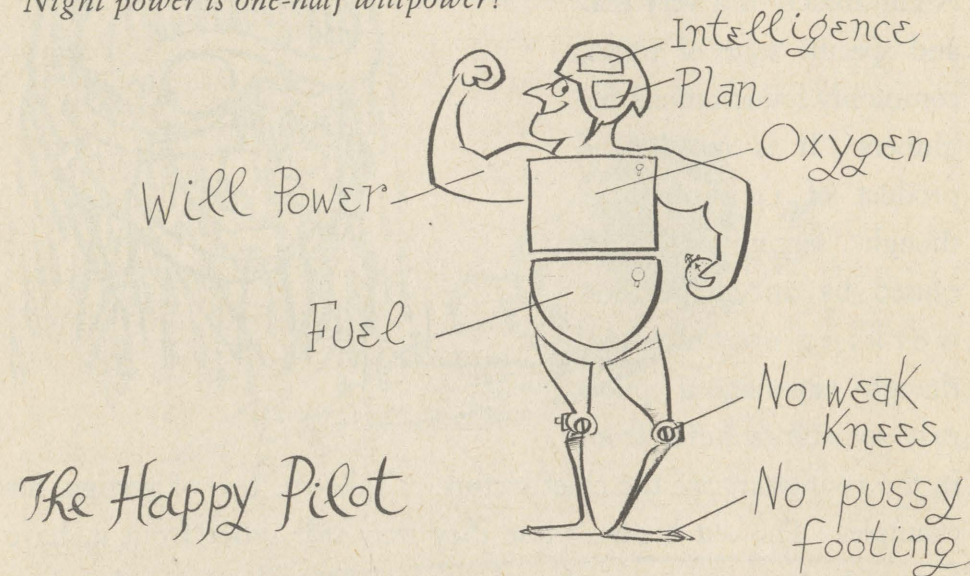
One of the oldest mistakes for Dilbert to make is to forget all about his oxygen and then to notice that his eyes seem to be going bad on him. Instead of checking his valve, he turns up his cockpit lights, ruining his dark adaptation with the place lighted up like New York on New Year's Eve. Set this down: A fair portion of night-vision trouble is the result of oxygen shortage.

THE ANXIOUS AVIATORS

Night anxiety is a very real and specific state of mind, commonly found among beginners. It is mostly the product of ignorance, though sometimes it is caused by an imagination working overtime. Although experienced pilots may sometimes suffer from it, the youngsters are the chief victims. Take the fear of vertigo, for example. The old hands, while they may still suffer from it, have learned to recognize vertigo for what it is. They also know that their eyes every now and then will play tricks on them—making lights appear to split, dip and so on. What separates the men from the boys, though, is that the old hands snap right on to their instruments and stay with them until the fake sensations are dissipated. Nobody denies



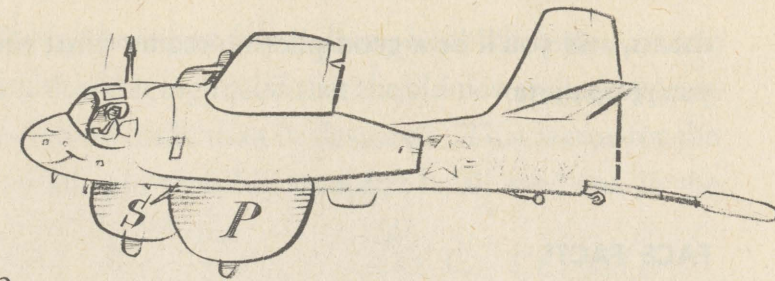
that this often takes a very real and specific effort of the will. Right now, you can put this down as one of the Old Pro's wisest observations: *Night power is one-half willpower!*



If there's ever a more important time than a night flight to watch fuel consumption, the Old Pro hasn't heard about it. Nobody cares very much for making daytime ditchings, even in the smoothest of seas, and this goes double at night. Maybe triple. Any night ditching amounts to a controlled instrument landing without any help from below. It's an acid test of instrument skill and confidence and one that most pilots would prefer not to have to pass. The better part of valor is to make sure you don't go in by keeping a sharp eye on the fuel supply.

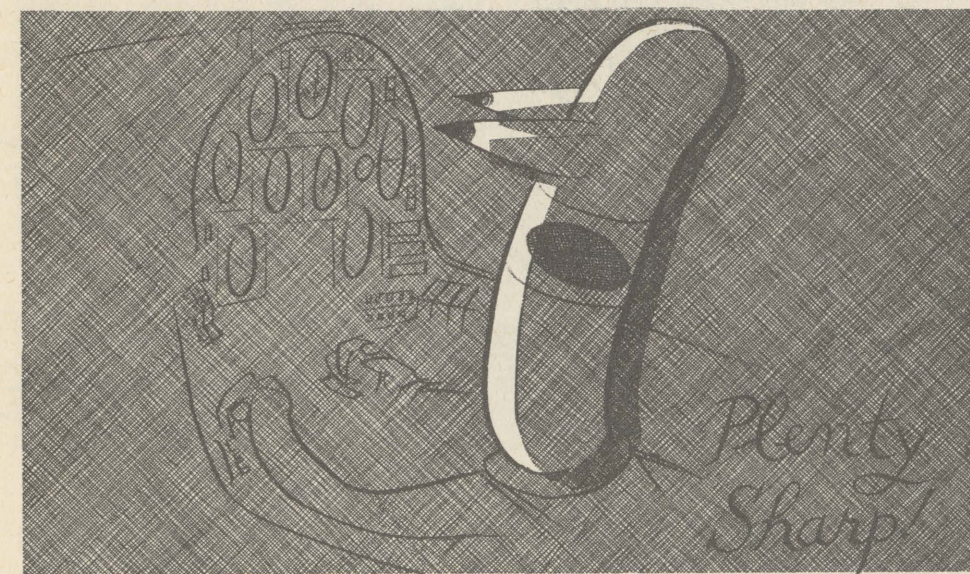
The chief cause for night anxiety, even for the Pros, is not having enough fuel aboard to make it back home. If there's a fouled deck or some other unexpected situation on the carrier, they want enough fuel in there to keep circling for a while or to make it to an alternate. Planning is what gets them home or to a home away from home.

*Along with
Dr. Spock
I'm a firm
believer in
breast feeding!*



But those are considerations that are going to come up in the normal course of your training. If you didn't prepare for them all along the way, you wouldn't amount to very much as a pilot, day or night.

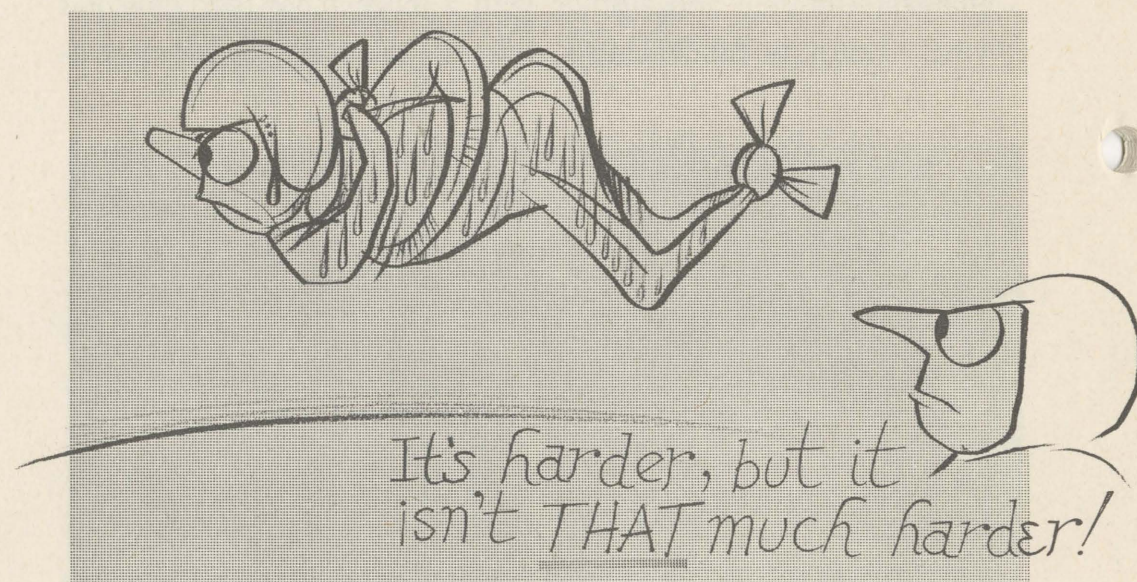
As the Old Pro says, night flying is day flying *plus*—the same combination of skill and attitude with a touch more sharpness and finesse. Learn the fundamentals, develop a sharp eye for your instru-



ments, and you'll be a good pilot no matter what time of day or night you're up there.

FACE FACTS

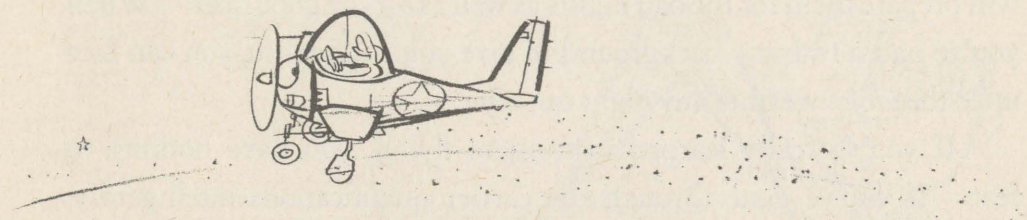
Nobody denies that night flying is inherently more difficult than daylight piloting. Of course it is. That's why you'll want to keep a fine balance in your own mind between proper watchfulness and overcaution. The Dilbert who tightens up because he exaggerates the difficulties is opening the way for real trouble. A smart prospective pro-



fessional just doesn't grow careless about tooling around in the night sky, no matter how much experience he has under his belt.

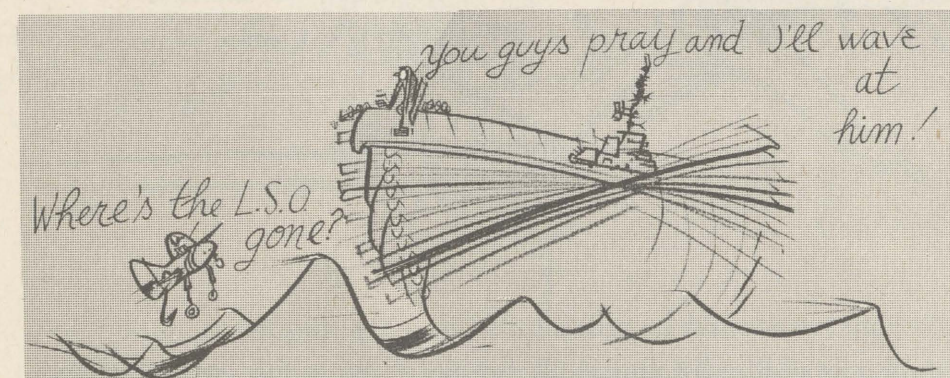
Don't be fooled by those first few training hops when you observe that there is less turbulence at night and that the old powerplant appears to run smoother and more easily than in daytime. That is true for the *good* nights. After all, you probably wouldn't be allowed out, in the

Brother! it's a cinch!



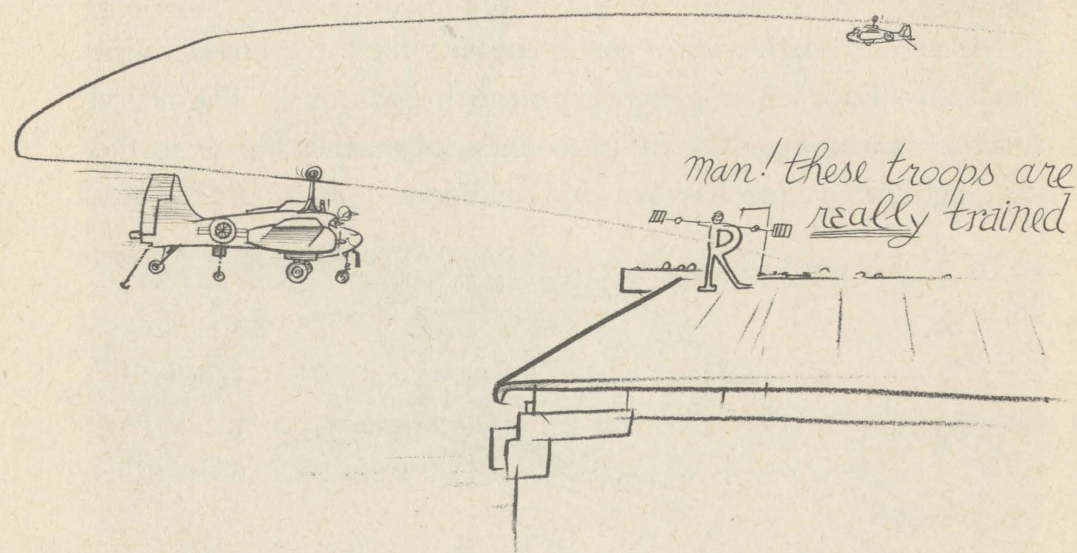
early stages, without plenty of extra night visibility from moon or stars to help you. Chances are, you'll take off at dusk anyway and have the gradual transition from day to night to put you in the proper frame of mind.

It will be rougher when you're out with the Fleet, but of course you'll have the benefit of greater experience by that time. The tactical situation may demand honest-to-goodness all-weather flight—in this case, night flying under less than ideal conditions. As the Old Pro says,



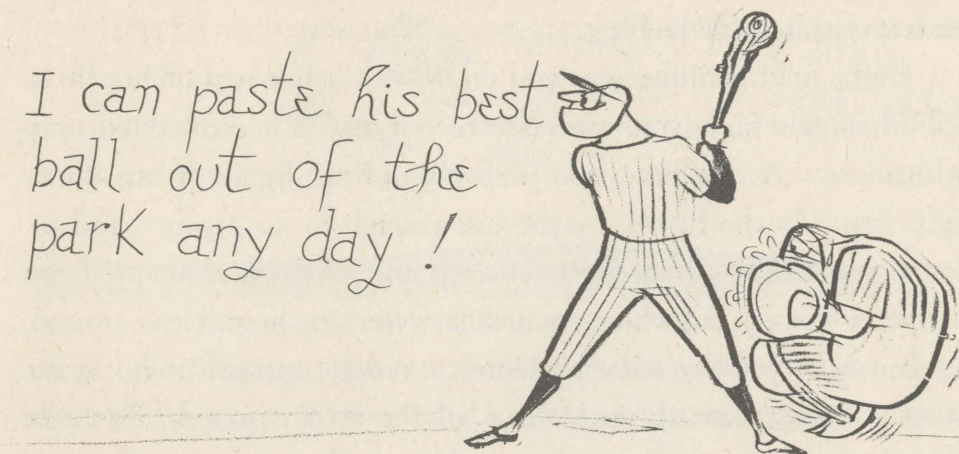
a front is a front, day or night. When you add rough weather conditions to the normal difficulties of night flying, you have another first-rate test of skill. The most experienced pilots admit to a certain grimness about tooling around on a bad night with icing conditions. And well they might. What they insist on, however, is that the tough and realistic training they've gone through in a well-organized squadron will prepare them for the bad nights as well as for the good ones. When you've had a training background to give you confidence, you can face up to the worst weather any night can offer.

If you've really learned instrument flying, you have nothing to fear. If you've gone through the carrier qualifications intelligently, you don't have to be any more fearful about night landings under rugged conditions than you would in daylight. Your good morale will bring you through. You'll make it to the deck because you believe you can.



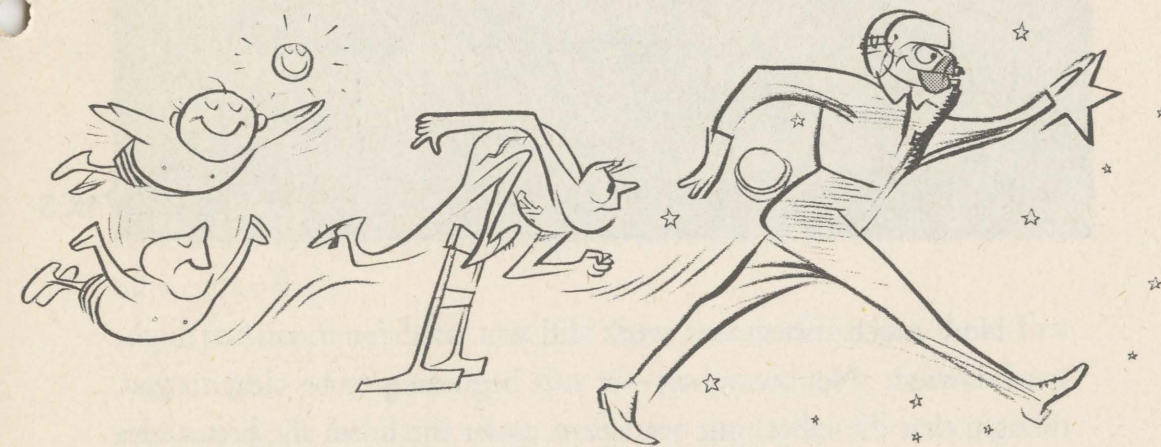
Attitude *and* skill will help you all the way. According to the Old Pro,

if you don't have belief in yourself, you don't have any business up there.



HOW DOES IT START?

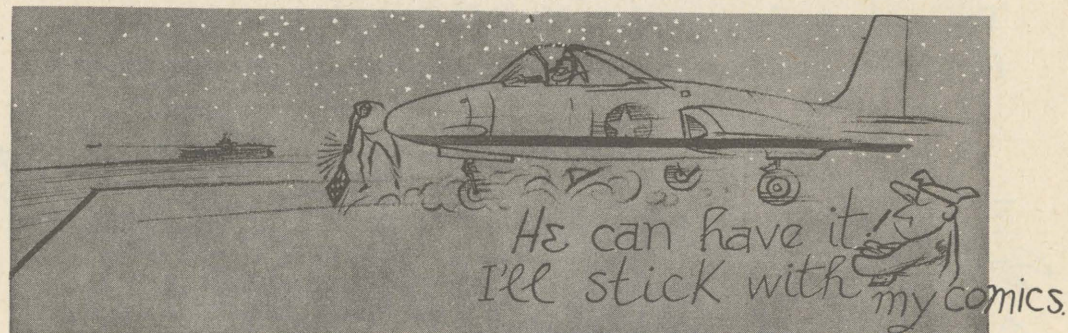
Tracing the development of an attitude is not quite as simple as moving from here to there along a neatly engineered highway set out in straight



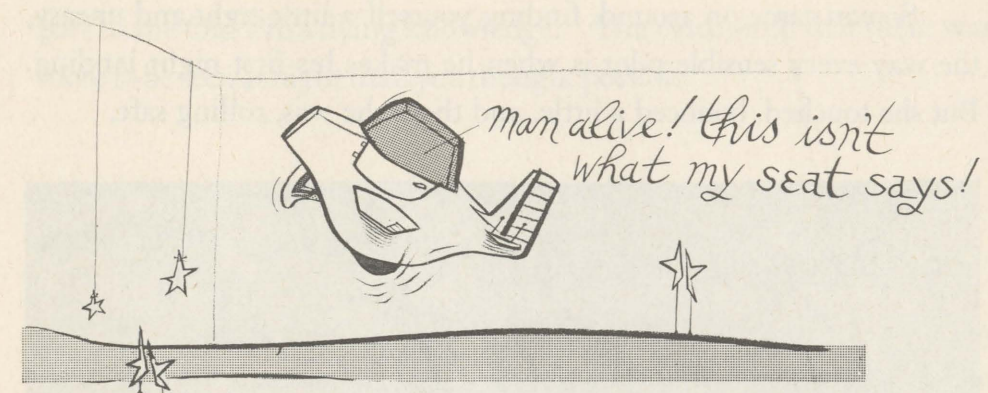
lines. A pilot in training can make a number of false moves down the back alleys before he finds the right path toward the right flying state

of mind. It might help, though, to check back over what happens to the average pilot as he works his way up to the skill and sharpness he needs to operate with the Fleet.

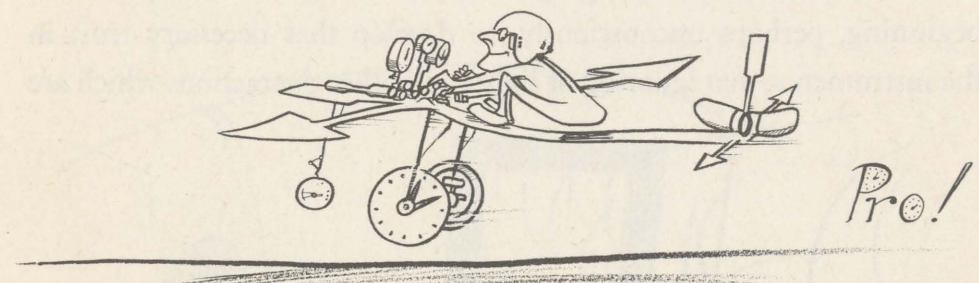
Night field qualification, you recall, was a fair sort of hurdle to clear, though as far as you were concerned it may have seemed like only an incident. At the time, you probably did not figure on too much night flying in the future, maybe just enough to keep your hand in. You saw yourself as an entirely different kind of flying character from the special mission lad who turns ordinary working hours clean around. He seemed to you like a daring fellow, a red-hot specialist who, as far as you were concerned, could have all the P. M. piloting his heart desired.



How much instrument work did you need for those first night touchdowns? Not too much. It *was* beginning to be clear to you, though, that the more time you spent under the hood, the better idea you had of the contradictions between what you felt in the seat of your pants and what the instruments said. Since you had more sense than Dilbert, you began to forget about the seat of the pants as a flight instru-



ment. You began to put your faith in the dials and pointers. Right there, whether or not you realized it, you took the most important single step in becoming a professional flyer. That red-hot specialist you heard



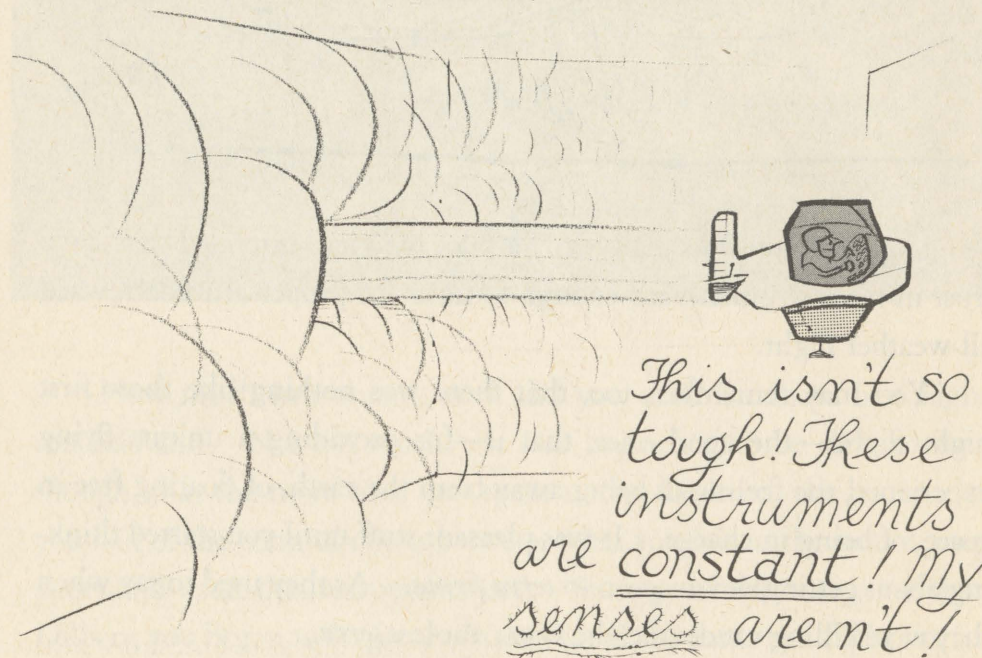
about and admired was really only a pilot who had extended that same trust in his instruments far enough to have the proper attitude toward all-weather flight.

You may remember, too, that there was nothing like those first night flights—the good ones, that is—for providing a unique flying experience, the feeling of being away from the earth, of floating free in space, of being in charge. It was pleasant stuff until you started thinking about getting down again to *terra firma*. As they used to say when they were killing vaudeville, the *firma*, the less *terra*.

So you came on around, finding yourself a little tight and uneasy, the way every sensible pilot is when he makes his first night landing. But she touched, bounced a little, and there she was, rolling safe.



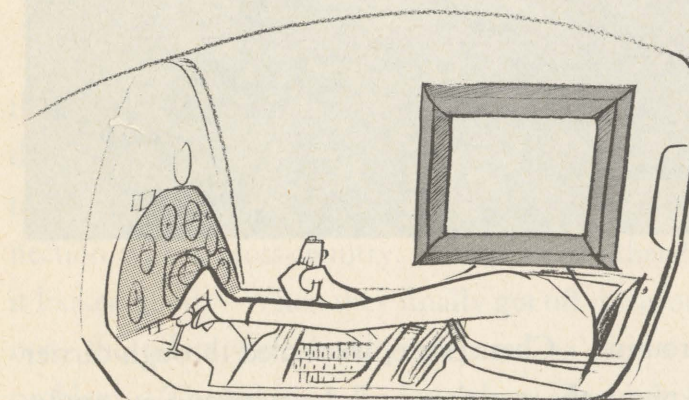
You had learned that people *can* fly at night. And you were beginning, perhaps unconsciously, to develop that necessary trust in the instruments, that ignoring of lights and other distractions which are



part of the Old Pro's flying knowledge. You discovered that there was more to be seen at night than you thought possible.

MORE OF THE SAME

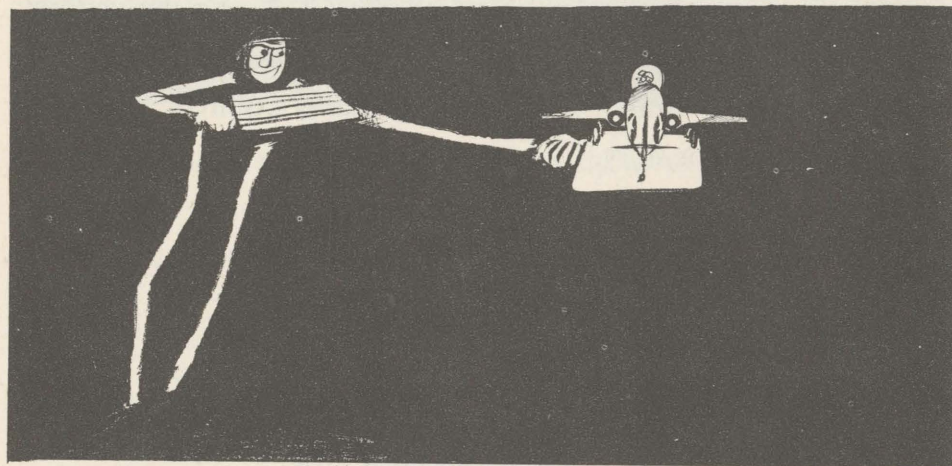
Though some are rough and some are easy, all night flights are basically like that first one, whether you glide down to a nicely illuminated runway, are talked down in instrument weather by GCA, or come zooming into a pitching carrier deck. The fundamentals are the same: Skill and a good frame of mind. No touch of genius is required. Training and confidence tell the story.



SKill and a good Frame
of mind will do it!

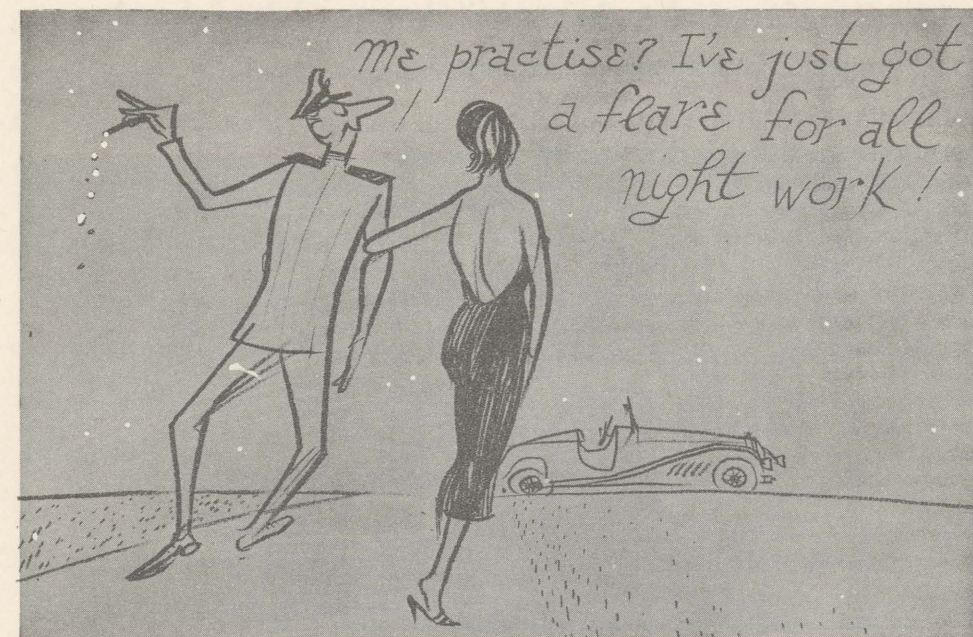
You began to learn about LSO's. Today's flying, you found, is not entirely a matter of the individual pilot's skill but also a meshing of the

talents of many people, including those of the lad with the strange looking paddles. Nobody else was in command of your airplane, true, but it became evident that you could get more and more help from others. Comparing notes, discussing techniques with the LSO, was good practice. As experienced as he is, the Old Pro still finds it helpful to get to know his LSO, to build up that mutual respect and confidence which make real cooperation possible.



All this is fairly routine. Chances are, you sailed through carrier qualification, day and night, the way thousands have before you, applying the good results of tough training to an increasingly demanding set of skills.

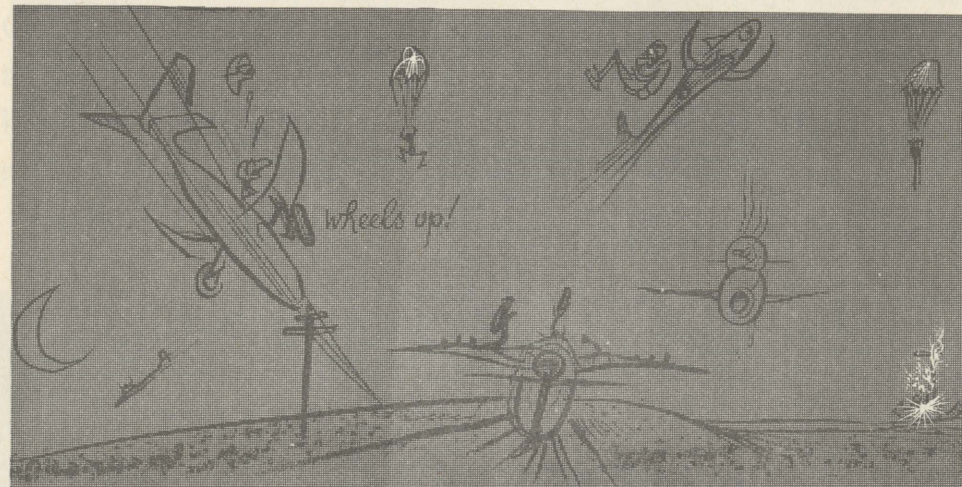
You wouldn't want to become too relaxed about even this elementary kind of after-dark piloting, however. Night flying, even the simple type, is a skill that stays sharp with practice. Only Dilbert thinks up ingenious excuses to avoid it when his name goes up on the board.



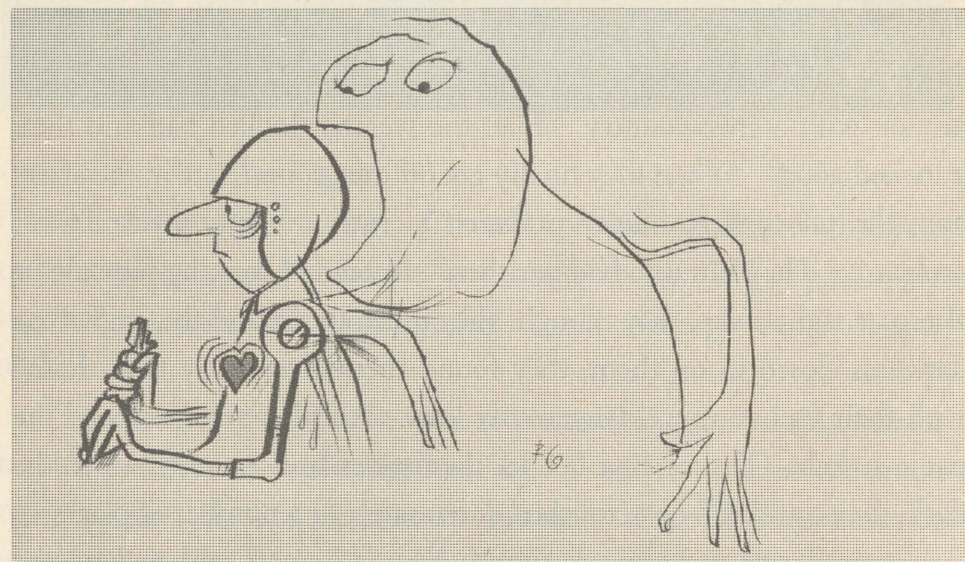
Some of us remember the unfortunate group of pilots who had themselves such a rugged time some years ago. These lads had been doing a good bit of day flying but were not at all sure of their night touch. There developed one of those on-again, off-again deals in connection with a cross-country. First the weather looked bad and then it looked good. When they finally got off the ground, late in the afternoon, the pilots were hardly prepared to face a rough psychological problem. They ran into bad weather. Instead of making for base or alternate right away, they thought they'd detour around the stuff. As darkness closed in on them, they found themselves away from home with their fuel running dangerously low. And here they tripped the panic switch. If they had not let themselves become terrified of the dark, they could still have touched down safely at a number of places.

Instead, one came in crosswind, ground-looped, and tied up the

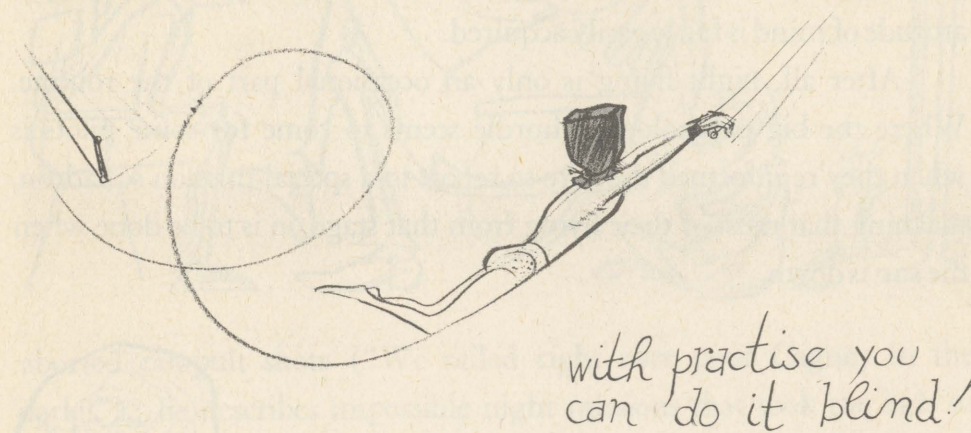
strip. One after another, the rest bailed out, crash-landed, and so on, mucking up the landscape with airplanes.



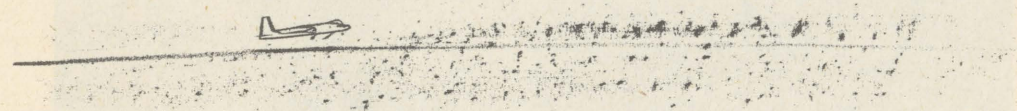
The main cause for this shambles was night anxiety; these pilots



had not been up after dark often enough to feel that necessary belief in themselves. Right there is the moral: The more night flying you do, the less likely you are to mess up an ordinary tight situation. And the more practice at it you have, the less likely you are to back away from



night flying. If you haven't flown after dark for some time, the Old Pro advises that you plan your takeoff toward sundown so that you'll

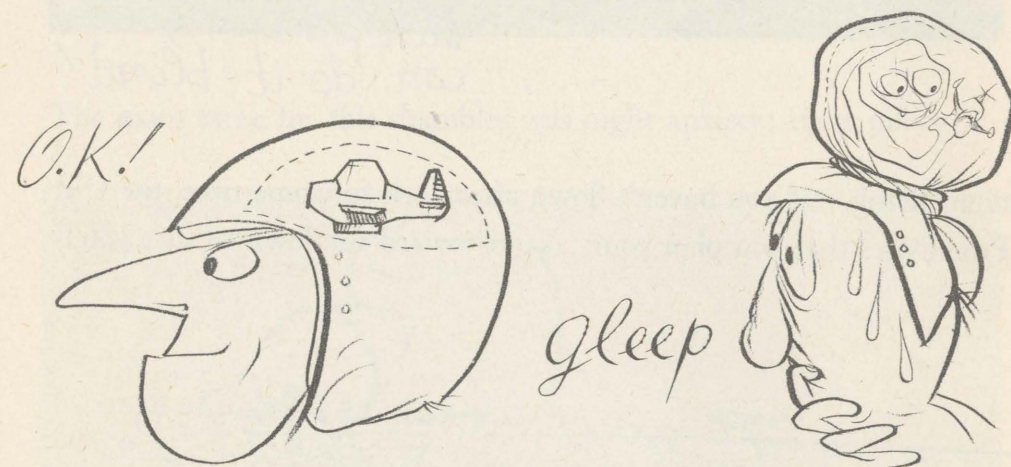


have the advantage of gradually becoming accustomed to the night. You'll follow a carefully thought-out flight plan, of course, not make one up as you go along. Night nerves won't be twanging around inside you. Unlike the country boy, you won't find yourself up a gum stump.

THE GREAT YAK

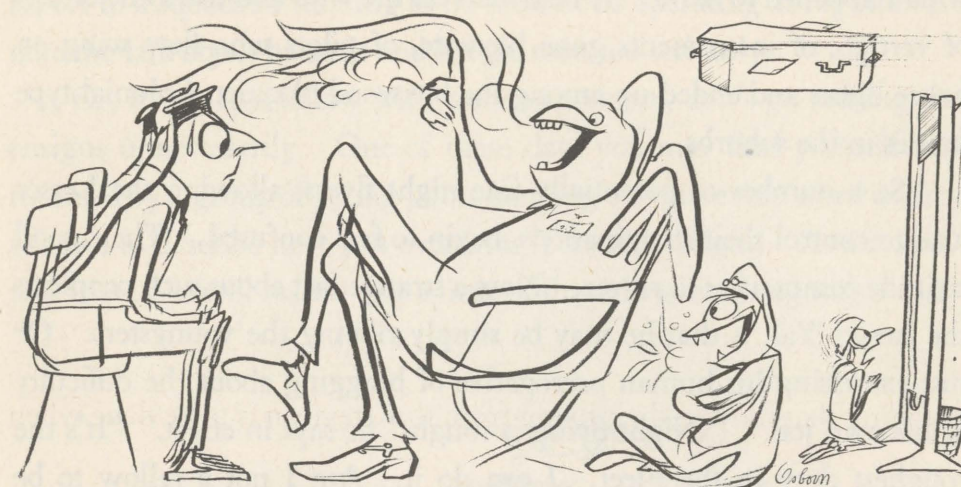
Nothing said so far is sensationally new to anybody who knows his way around a flying machine. And the ordinary, run-of-the-mill night flying mentioned to this point is not the kind to bother the average beginning pilot. The skills required are relatively simple. The proper attitude of mind is fairly easily acquired.

After all, night flying is only an occasional part of the routine. Where the big psychological hurdle seems to come for some pilots is when they're informed they are to report to a special-mission squadron, meaning that most of their flying from that stage on is to be done when the sun is down.



The noise of the Great Yak begins to be heard. This is that peculiar burbling sound made by certain pilots assembled for the purpose of discussing the fearful aspects of night flying. The chorus is led by the Lesser Yak, a pilot with what appears to be a fair amount of flying experience. He makes loud, moaning keens, calculated to reduce

junior officers to the consistency of strawberry jello. He mentions

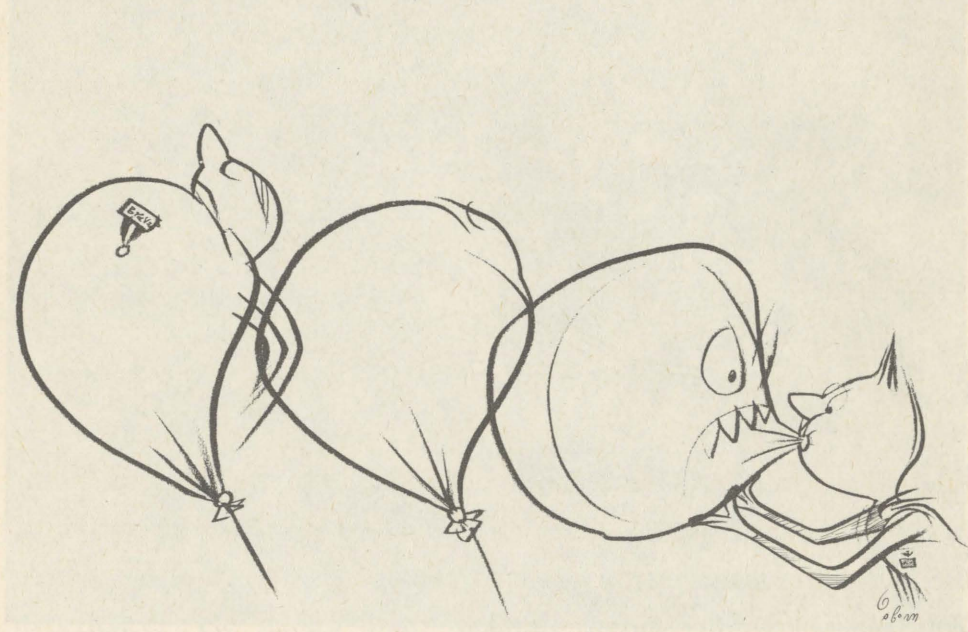


aborted catapult shots ("We sailed right over poor Cagney in the dark!"); he describes impossible night missions that took the lads so



far from the carrier they had to ditch who-knows-where ("You know what happened to *them!*"); he dwells on the wild and fearsome effects of vertigo, of instruments gone haywire, of pilots who flew wing on house lights and ended up among the boxwood of quiet, Colonial-type houses in the suburbs.

So a number of potentially fine night flyers, allowing the Lesser Yak to control their imaginations, begin to feel confused. Their good attitude commences to waver. Now a strange fact about such people as the Lesser Yak is that he may be simply ribbing the youngsters. Or just exercising his human prerogative of bragging about the difficulty of his own job. ("Night flying is rough," he says in effect. "It's the roughest duty in the Fleet. I can do it. Am I not a fellow to be admired?") Or it could be that he talks big to hide some deficiency of his own. He may be making a career of magnifying the dangers of a skill he knows he'll never really master.



But enough of this dime-store psychology. The point is, when *you* report to a squadron training to do most of its operating at night, don't take the talk about hazards and boogie men too seriously.

Or, if you're a fellow with some experience, don't go rattling the ensigns unnecessarily. One of these days you may find yourself surrounded by a group of young pilots hanging on your every word as they ask you to describe how you overcame Terror by Night. As a reasonable man, you will realize that a little of this talk goes a long way. Any



pilot who deliberately builds up in others a fear of what is after all an essentially routine part of their profession is in the same category with the mech who leaves off the gas tank cap or fails to replace No. Three Bolt so that part of the engine falls off.

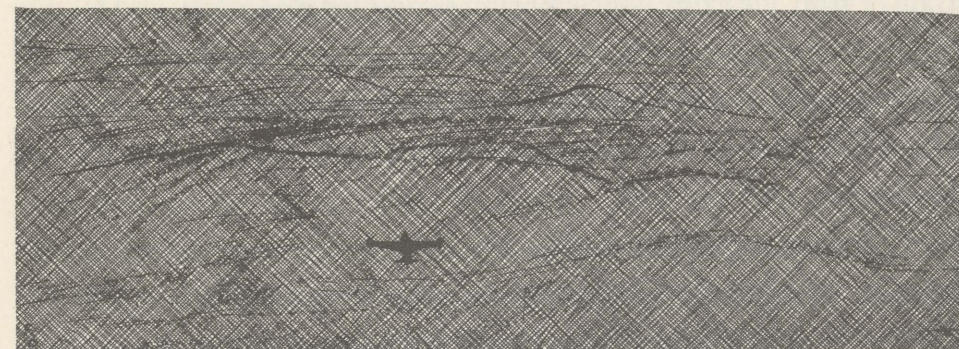
You can help the younger fellows by passing on the tricks of the trade, not the terrors. There won't be any problem building up in them a healthy respect for night flying. Not even the Old Pro, with all his background, takes it lightly. It's the pilot who takes it too seriously, who exaggerates the difficulties in his mind, who tightens up, who yields to night nerves—that's the fellow you can help. He must be convinced that the same old combination of skill and attitude that makes him pretty good in daylight will serve him just as well after dark. Some impressionable beginners, not too much blessed with a



sense of humor, can be so terrified by the whole idea that they'll want to get so far away from night flying it will take 25 cents to reach them with a 2-cent postcard.

They're the kind of people who come into the squadron scared stiff by the thought of all those aircraft up there at night, milling around, flying formation, going through extremely elaborate tactical maneuvers, and in general behaving just about the way a big air group does during the day. They have to be told the facts. Most Korean missions were

performed by 2-plane sections, with 1 of the 2 planes flying a radar formation from a mile or so away. There was generally plenty of flying



room. The best CIC in the business would have trouble rendezvousing a large group at night. There's no normal reason for it anyway.

Squadrons with the best night qualification records work just as hard at building up good morale as they do at developing skill. Everybody in the outfit must want to help out everybody else. The Great Yak is silenced, by common consent and good will.

ADD IT ALL UP

A sound, workmanlike attitude will make any good pilot into a capable night flyer.

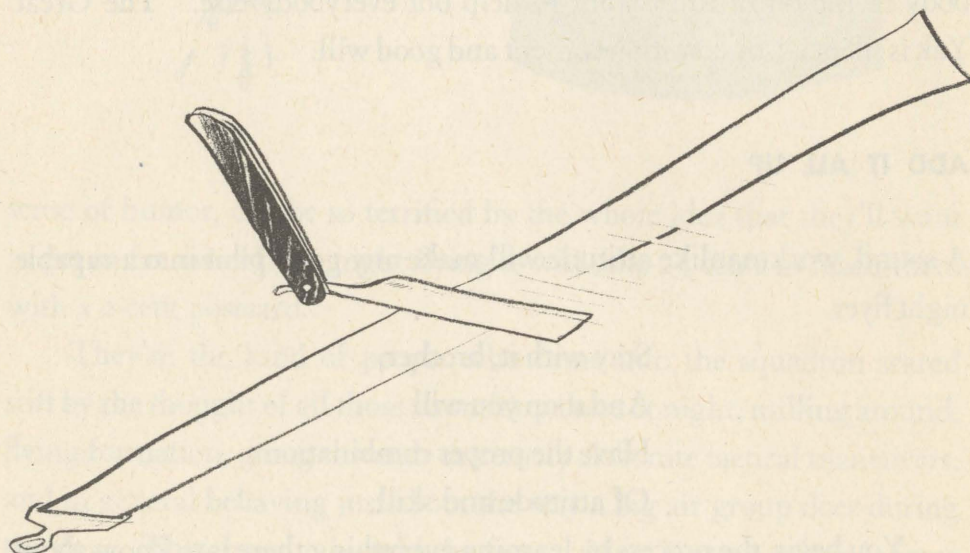
Stay with it, brother,
And soon you will
Have the proper combination
Of attitude and skill.

You begin the process by learning everything there is to know about

your aircraft. You keep the windscreen spotless. You know where things are in the cockpit.

And you really get to the stage where flying instruments is no strain or pain. Picture yourself being catapulted into a dark and muggy sky, miles at sea, and you won't have any trouble convincing yourself how important it is to know and trust the dials and pointers in front of you. The point is, they *can* be trusted and will take you fast and far after dark.

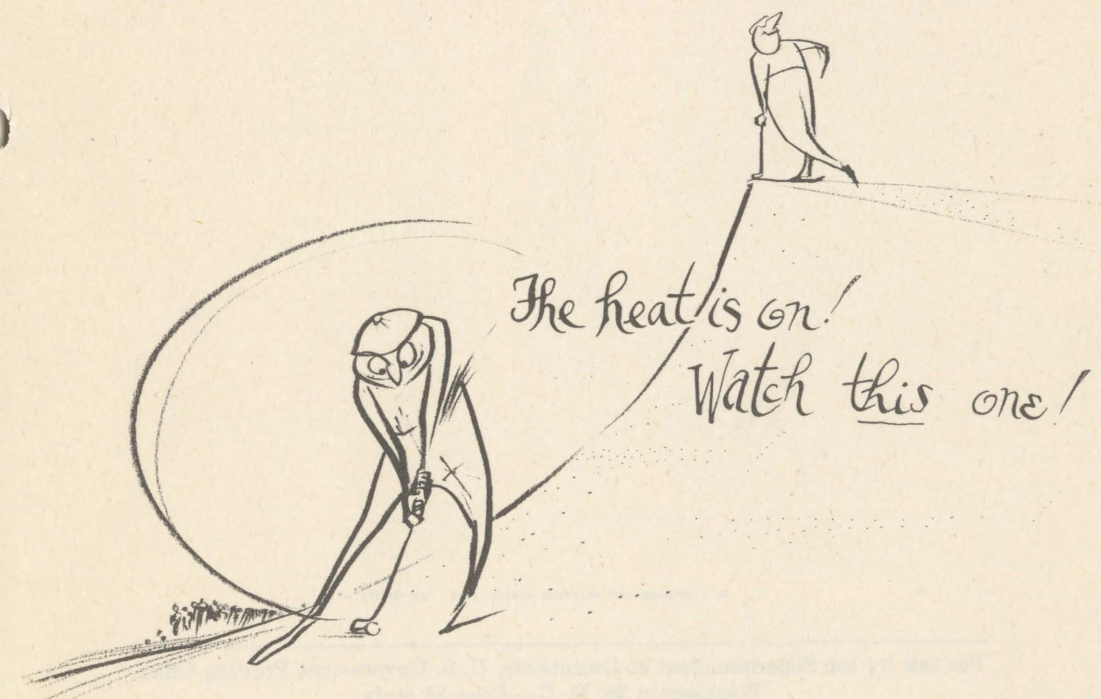
Training, especially on the squadron level, must be taken very seriously indeed. This is no time to rest your aching back. Like the golfer who spends long, weary hours perfecting a shot he knows he'll have to use one day, you'll want to practice as much as you can. Night flying is an accomplishment that must be kept razor sharp. The more of it you do, the more likely you are to be good at it.



Know all the vision tricks. Don't make a Big Painful Deal out of dark adaptation, but never skimp it either. And don't allow the people around you to get careless of *your* ability to see. Just that one brief period of night blindness can mean grief to you and your crew.

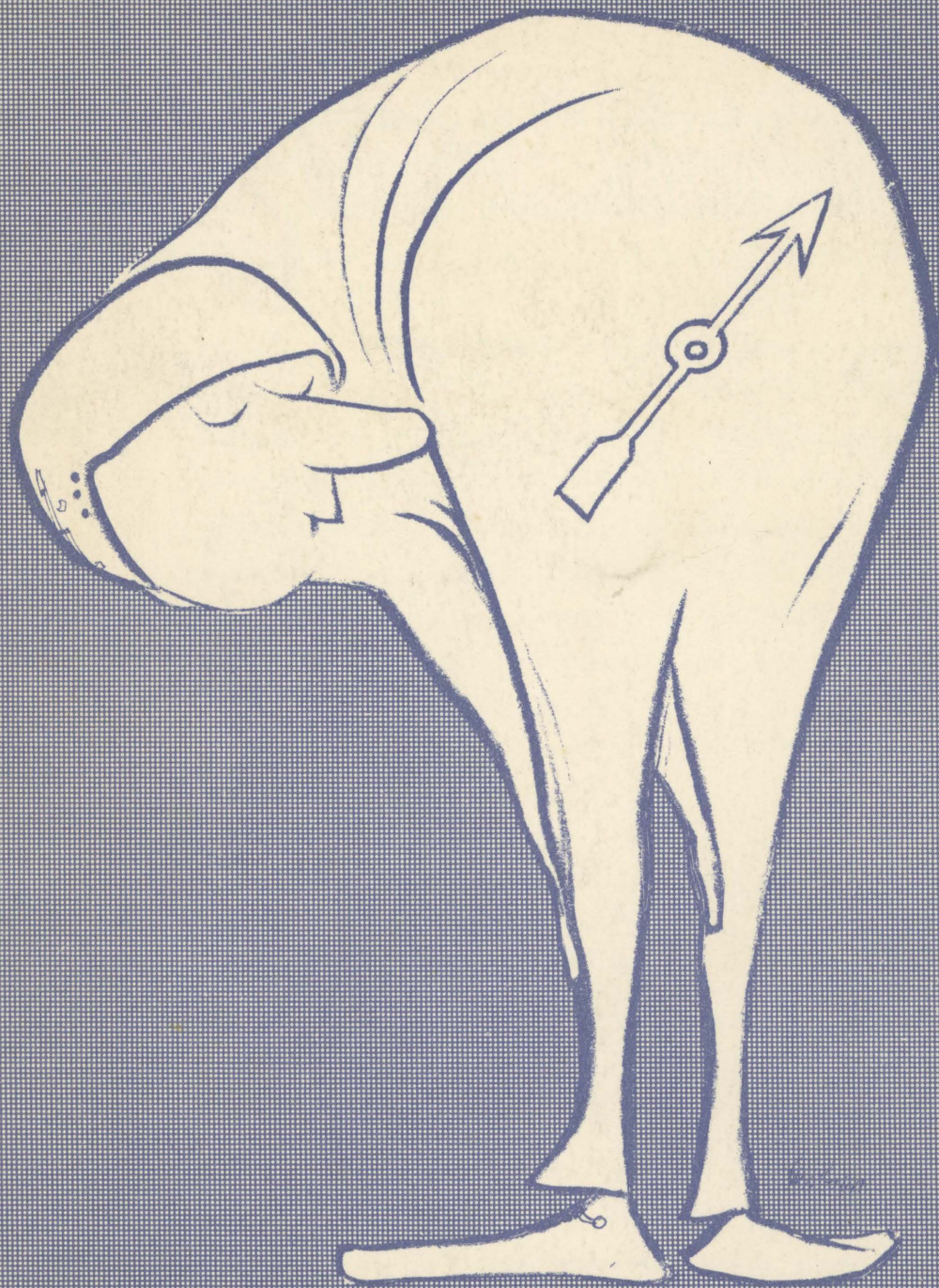
Above all, develop the attitude of an honest-to-goodness professional. The real professional flyer these days is the man who can make his way around at all times and in all weather. You can be that kind of pilot without putting on a Superman suit. And any help you can pick up from others, particularly the LSO, is like so much money in the bank.

Night flying is a professional fact for professional flyers. It's with us, here and now. Learn the skill and attitude it requires. From now on, it's every pilot a potential Old Pro.



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