

# SOARING

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## BLIND FLIGHT *Dangerous*

Attention is particularly invited to Civil Aeronautics "Certificate and Inspection Division Release No. 18" which is quoted in full below:

SUBJECT: Risks of Flying in Instrument Weather in absence of Proper Instrument Training.

PREPARED BY: General Inspection and Aircraft Airworthiness Sections.

"Pending the completion of a more comprehensive discussion of the results of flying in instrument weather without suitable preparation, we wish to acquaint you with information, now in our possession, resulting from studies of several fatal accidents which studies conclusively demonstrate that some of these fatal accidents were caused by aircraft maneuvers resulting from operations under instrument flying conditions by pilots who lacked training for such flying or an instrument rating.

In the complete discussion of this subject which we hope to forward you in the near future we shall attempt to supply a useful discourse on the aerodynamic loads on structures resulting from maneuvers which may develop as a result of unskilled flying under instrument conditions. However, pending the completion of this material *we wish to take advantage of an early contact at this time to urge you to religiously avoid experimenting with flights under instrument conditions without suitable training or qualifying for an instrument rating.* As you well know it is quite difficult to predict the extent of an instrument weather condition and correspondingly difficult to predict the extent of the turbulence which might be encountered once you commence flight into an area of obscured visibility. The most common difficulty experienced under these conditions is for the airplane to get into a dive with the result that subsequent attempts to lower the speed of flight produce excessive loads on the airplane structure. This maneuver may also result in attitudes difficult to

manage during flight on instruments. The rapidity with which such hazards increase is more pronounced as the "cleanness" of the airplane increases. There are, of course, a number of certificated airplane types of sufficient "cleanness" so as to result in a rapid increase in speed if the airplane is improperly controlled for but a short time.

Please take it upon yourself to discuss this subject with your fellow pilots and spread the word around. You may be instrumental thereby in saving the lives of pilots and their passengers where operations under instrument conditions are being attempted in the absence of any training for such flying or an instrument rating.

If you have not already had an opportunity to study Aircraft Airworthiness Section Report No. 10 entitled, "Load Factor Information for Pilots," it is suggested that you obtain a copy by writing the Publications and Statistics Division, Civil Aeronautics Authority, Washington, D. C. In this report an endeavor has been made to present a simple explanation of airplane load factors and the limitations to flight maneuvers which should be observed so that safe load factors will not be exceeded."

The importance of this subject was brought to us very forcibly recently by the experience of Frank S. Boggs, Jr., whose glider went to pieces in the clouds during this year's National Contest, and Udo Fischer who "abandoned ship" when the going in a cloud got too tough for him.

For soaring pilots, Release No. 18 simmers down to: Unless your glider is equipped with the necessary instruments for "blind flying," namely a turn-and-bank indicator, an air speed indicator, a rate of climb indicator and an altimeter, and unless you really know how to fly "blind" by them, *keep out of the clouds!*

An article on this important subject will appear in an early issue of SOARING.