

# AWPA Can Make it Happen!

## The 1974 Memorial Scholarship

### NVFR Scholarship Progress

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My first experience of night flying was during a PPL nav. It was a windy day, and so perfect for some x-wind practice and challenging prec' searches. Making the most of the conditions therefore, my lesson overran a little. But we decided that as both the aircraft and my instructor were IFR rated (and so also night rated), that instead of cutting short my lesson, we would simply fly back in the dark.

What a fantastic experience! The wind dropped to a calm evening, radio traffic reduced, clear skies, and my first taste of how peaceful night flying can be. Unfortunately it was interrupted by a somewhat less-than-intelligent individual on the ground with a laser pointer, but happy to report that was also the only time to date I have had such an incident.

Fast forward a year or so then to the receipt of my award, and commencement of my formal NVFR training. First up was of course circuits, 0.9 hr was my first dual log,



and a somewhat fried brain after the intense concentration. Circuit emergencies followed a couple of weeks later, including light failures and working out how to hold a torch and fly at the same time. A red bike light with a clip was a great \$3 buy here! My solo check was thus next, then followed by what I think it was 13 solo touch-and-goes; enough to log my solo hour for certain.

I have since completed 2 night navs, both over 3 hours in duration,

and seeking routes that include the now somewhat rare VOR's and NDB's for nav-aid practice; YMNG and YSHT thus both visited twice. A bit of polishing and I'll be up for my test quite soon. When I started this, I was informed that it may take over a year to do a night endorsement. At the time this took me a little by surprise, but after dodging weather, and landing back home at 1am a few times, I now fully understand.

NVFR is a great challenge, and it has been a wonderful opportunity to learn something new whilst building PIC hours towards my CPL. The enhanced skills for instrument flying (as opposed to simply being under the hood), radio nav-aid work, LSALT calculations, and talking to ATC, that have come as a consequence of this training I feel are immensely valuable. And even if the night flight aspect itself is only used on occasion, the additional learning is absolutely worth it.

*Thanks AWPA for helping to make it happen!*

