

WACO ARMY FLYING SCHOOL
WACO, TEXAS

REMEMBER

KEEP YOUR HEAD AND EYES MOVING CONSTANTLY.
AVOID AIR COLLISIONS. THEY ARE THE WORST
TYPE OF ACCIDENT. A PILOT WITH A STIFF
NECK HAS NO BUSINESS IN THE AIR.

BASIC FLYING INSTRUCTIONS FOR STUDENTS

GENERAL

1. Each class will be divided among 4 squadrons. Each squadron will be further divided into two flights designated 468-A, 468-B, etc. One flight will fly from 8:00 to 13:00 o'clock and attend ground school in the afternoon. The other flight will attend ground school in the morning and fly from 13:00 to 18:00 o'clock. Flights will alternate morning and afternoon, flying each week. Each flight will be divided into two sections, each section being on the flying line 3 hours per day. The sections will alternate flying periods daily.

REGULATIONS

1. Areas & Altitudes.

a. Boundaries of the respective flight areas are marked on maps located in each Flight Office. It is the responsibility of each student to know his assigned daily area, and to confine his flying to that area.

b. Students will not fly over the City of Waco.

c. Airwork, such as Lazy 8's, chandelles, stalls, etc. will be practiced above 3,000 feet.

d. Acrobatics will be practiced above 5,000 feet.

e. Spins and simulated forced landings will not be practiced solo.

EXTRACTS

LOW FLYING-- Except in case of emergency because of fogs or other inclement weather conditions, low flying by aircraft on navigation, airways or SPECIAL FLIGHTS, over cities, towns, or other populous areas, at an altitude lower than will permit gliding to a landing beyond the limits of such an area, is prohibited except when missions specifically authorized by the War Department require the participation of aircraft in low flying (Ar 95-15, Sec. IV).

The so-called jazzing of roads, persons, villages, towns and cities or homes or other airplanes is a breach of flying discipline and will be dealt with summarily.

FLYING OVER ASSEMBLAGES--No flying at any altitude will be done over or in the immediate vicinity of stadiums, ball parks, fair grounds or other localities where a large assemblage of people is gathered, except by specific authority of the War Department (AR 95-15, Sec. IV).

FRIGHTENING GAME OR LIVESTOCK- Pilots are directed to conduct their flights at all times so as to avoid as far as possible the frightening of game or livestock (Flying Regulations, WAFS, Waco, Texas).

LANDING - TAXIING - GROUND OPERATION

1. At all times smaller planes will give way to large planes, and single planes will give way to formations.
2. When planes are parked, they will be left with controls locked, parking brake applied, and all switches off.
3. Avoid excessive idling on the ground. Either cut the engine off or turn up to 1,000 RPM.
4. Taxi slowly with frequent turns to insure that the field ahead is clear. Don't guess; turn the ship and KNOW what is ahead of you.
5. Landing airplanes have right of way over ships on the ground.
6. Always make all adjustments to your belt, brake pedals, earphones, etc. before taxiing out on the field.
7. Appropriate entries will be made on the Form I prior to take-off and the Form IA will be examined to ascertain the condition of the airplane at the time. On termination of flight, Form I will be completed; any malfunction will be noted on Form IA.

MISCELLANEOUS

1. Students are on the controls at all times unless specifically told otherwise by the instructor. In simulated forced landings, the instructor cuts the motor and gives it the throttle but the student flies the plane himself.
2. Look for shadows of other planes on the ground in your vicinity, which will help you to avoid collisions.
3. When it becomes necessary to discontinue flying during the daylight hours for any reason, the beacon will be turned on.
4. The Gyro-Compass and Sperry Horizon will be kept caged at all times.
5. Students will not jump from the cockpit of airplanes to the wings. This practice is likely to cause damage to the wings and gasoline tanks, which are located directly under the cat-walk. Students are cautioned against sitting on, or dropping parachutes or other equipment on any part of airplanes.
6. Students will zero the altimeter prior to take-off.
7. Students may not sign "exceptional release" of an airplane, and will not fly any airplane requiring "exceptional release" until it is signed by an authorized person - not a student.
8. WHEN AN AIRPLANE INDICATES ACTUAL OR SUSPECTED MALFUNCTIONING, IT WILL BE LANDED AT ONCE. AIRPLANES SO LANDED OR DAMAGED TO THE SLIGHTEST EXTENT REVERT AUTOMATICALLY TO THE CONTROL OF THE ENGINEERING DEPARTMENT, AND WILL NOT BE FLOWN BY AN INSTRUCTOR OR STUDENT.
9. Care will be exercised in handling of parachutes. Parachutes will not be placed on damp ground or oil spots. Parachutes will be kept with the pack up and folded in the prescribed manner when not in use.
10. Before take-off on solo flights, always check rear cockpit to see that microphone and safety belts are properly hung up and that blind flying hood is removed.

11. When planes are parked, they will be left with controls locked, parking brake applied, all switches and radio turned off.

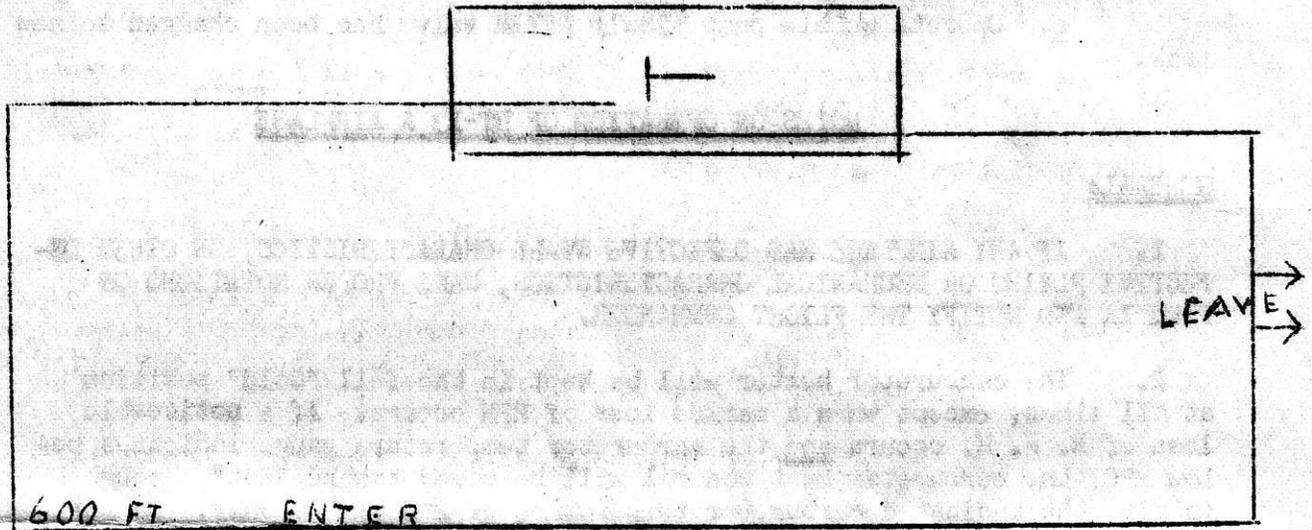
12. Students will confine their solo practice to maneuvers already shown and which they are specifically instructed to practice by their instructors.

TRAFFIC

1. Traffic for all squadrons will be established at an altitude of 600 feet and will be flown as shown by traffic charts.

2. Traffic around the field will be in one direction and following a rectangular pattern.

3. Airplanes when flying over the field for the purpose of looking at the tee, will be 1,000 feet above the traffic altitude.



4. Airplanes entering traffic must be at 600 feet before joining downwind leg. The proper method of entering traffic is to join the downwind leg at a 45 degree angle, as shown on traffic charts. In leaving traffic, make one turn with traffic and leave traffic at not more than 600 feet.

5. Students will not glide down into, but will make level turns into traffic with pitch control set for high r. p. m.

6. All students when landing will continue their roll straight ahead until airplane is under full control before turning to taxi. The brakes should be used to stop the roll only when absolutely necessary, and then only with caution.

TRAFFIC AT AUXILIARY FIELDS

1. Solo students will not practice landing at auxiliary fields except when specifically ordered to do so.

2. In flying to and from outlying fields and doing all air work, except when directed to do otherwise by instructor, a minimum altitude of 1,000 feet will be maintained. This altitude should be gained immediately after leaving traffic.

3. No airplanes other than those using an outlying field will fly in the vicinity of that field at an altitude of less than 1,000 feet.

Information regarding traffic on or around auxiliary fields will be posted in Flight Offices.

PROCEDURE TO BE FOLLOWED WHEN CHANGING GAS TANKS
IN THE AIR

1. Do not let tank run dry except in an emergency and then only when giving gas pressure gauge **closest** attention. Do not use wobble pump unless fuel pressure drops below 2 1/2 pounds.
2. Should motor miss after changing to new tank, several SLOW strokes of the wobble pump will usually correct condition.
3. Should tank run dry before changing tanks, proceed as follows:
 - a. Change fuel valve to full tank.
 - b. Leave throttle in normal cruising position.
 - c. Operate wobble pump slowly AFTER valve has been changed to new tank.

NOTES ON OPERATION OF BT-13 A AIRPLANE

GENERAL:

1. IF ANY AIRPLANE HAS DEFECTIVE STALL CHARACTERISTICS, OR OTHER DEFECTIVE FLYING OR MECHANICAL CHARACTERISTICS, MAKE PROPER NOTATIONS ON FORM IA AND NOTIFY THE FLIGHT COMMANDER.
2. The carburetor heater will be kept in the full "Cold" position at all times, except when a marked loss of RPM occurs. If a **noticeable** loss of R. P. M. occurs and the carburetor temperature gauge indicates below 2°C, the carburetor heat control will be moved toward "Hot", enough to give the indicated carburetor temperature of 2°C to 5°C only. In any event, it will be placed in the full "Cold" position for starting and stopping, and for take-offs and landings. Complete power failure from detonation is apt to result at near full throttle operation when the carburetor mixture temperature control is left on hot.
3. The oil heater and oil dilution system will be kept in the inoperative position at all times.
4. There is a push-pull lever in the cockpit marked in accordance with the effect of the propeller pitch on engine speed, i. e., push to increase R.P.M. or decrease pitch. In changing from low pitch (High R.P.M.) to high pitch (low R.P.M.) move the lever to the rear position. The throttle will be retarded to the idling position when the pitch control is changed from High Pitch (low R.P.M.) to low Pitch (High R.P.M.), and then the throttle is moved slowly forward to the cruising position. The R. P. M. SHOULD AT NO TIME EXCEED THE RED LINE ON THE FACE OF THE TACHOMETER. Throttle remains unchanged, however, when going from Low Pitch to High Pitch.
5. FLAPS - This airplane is equipped with full trailing edge flaps. It should be noted that this type flap improves the stall characteristic of the airplane, i. e., lowers the stalling speed as increased amounts of flap are applied. Due to this characteristic, the following instructions will govern:
 - a. For take-off. Ten turns of flap will be used on all take-offs. In the event, however, the student intends to practice landings, making the normal rectangular pattern around the field, ten turns of the flap handle control (twenty degrees) will be used for a take-off, and that amount of flaps will be kept down throughout the practice period. Upon completion of the last turn into the field for each landing, the student may use up to five more turns of flaps, if desired, to correct for overshooting.

b. Entering traffic. Before entry into traffic at the WAFS, the student will roll down ten turns of flaps and keep that setting until the last turn into the field is completed, at which time more flaps may be rolled down for landing.

c. Care will be exercised to keep the speed below 120 miles per hour when flaps are down.

d. All gliding turns will be made with 20 degrees of flaps.

EXTRACTS FROM TECHNICAL INSTRUCTIONS

a. At least as much excess speed above the stall should be carried in a glide to a landing for an airplane with flaps down as with flaps up if a three-point landing with no vertical velocity is to be made.

b. The airplane with flaps should be well nosed down during the approach probably as much as is usually associated with a fairly high speed glide without flaps.

c. The leveling off of the approach glide must be more abrupt with flaps than without them because of the greater required change of attitude angle and flight path to get in position to make a three-point contract.

d. In a steady power approach glide to a landing, the throttle of the airplane with flaps should be cut when the airplane is considerably closer to the ground than for the airplane without flaps.

e. When short bursts of power to stretch a glide are used, the throttle should be closed at a sufficiently high altitude to allow the original steep glide path to be resumed before leveling off, unless the power is used to assist in checking the vertical velocity.

RADIO - GENERAL

1. a. Test headset in headset box before leaving the flight office.

b. Always listen before calling a station to see if there is any communication in progress. Do not break in on a communication except in case of emergency.

c. Do your thinking before you press down on the microphone button.

d. Always terminate each portion of the communication with one of the following:

"Go Ahead" - meaning an answer is requested.

"One Zero Zero Wilco" - Meaning information is understood.

"One Zero Zero Wilco" - Meaning instructions are understood and will be complied with.

e. Turn volume control to full "ON" after take-off and then re-adjust to suitable strength. The strength of the received communication in the air will be less than when the airplane is on the ramp, and the re-adjustment of the volume control is thereby necessary.

2. Enunciation and Voice Placement:

Correct understanding of all speech over the radio must be effected through good enunciation and proper voice placement. Loudness is not necessary for clear speaking and often interferes with distinctness of enunciation over the microphone by causing a blurring effect. On the other hand, extremely quiet conversation can be easily understood over the microphone when the voice is placed well to front of the mouth and the microphone is close to and directly in front of the lips. Enunciation is greatly

improved when an individual speaks slowly. Each word should be given the same importance.

3. Radio Frequencies:

The following radio frequencies are assigned for student training and control:

3760 Kcs. South Tower

3980 North Tower

The airplane radio will be set on the proper frequency before being assigned, and it will only be necessary for the student to check in with his control station before taking off. If contact cannot be established with the flight control, students will immediately call a mechanic. If the difficulty cannot be remedied immediately, he will report to his instructor or the dispatcher for further instructions.

4. Radio Procedure:

Instructions contained in Circular 100-4, OCAC, will be observed in the conduct of student instruction, except Squadron number of airplane will be used in communication with Control Tower instead of Air Corps number of the airplane.

The objective of "canned language" is to reduce the time for transmission, to increase accuracy, and to increase the probability of clear understanding under bad static conditions. The following are model illustrations, and will be used as guides.

a. Daily check in:

S - South Tower from One Zero Zero - Go ahead.
T - One Zero Zero from South Tower. You are R5-85
S - One Zero Zero Roger.

b. Accuracy Stage Procedure:

S - Control ship from One Zero Zero. Go ahead.
C - One Zero Zero from control ship. Go ahead.
S - Control ship from 100. Request landing instructions.
C - 100 from control ship. You are cleared to land. Enter traffic and land South to North.
S - One Zero Zero Wilco.

c. Night Flying:

S - Tower from 100. Go ahead.
T - 100 from Tower. Go ahead.
S - Tower from 100. Cadet Jones ready to proceed to ZONE ONE. Altimeter zero. Right tank thirty gallons, left tank full, on left. Go ahead.
T - 100 from Tower. You are cleared to ZONE ONE.
S - One Zero Zero Roger.
T - Zero One, come in for a (wing light or flood) landing.
S - Zone one Wilco.

d. Instructions not received:

S - Tower from Zone One. Repeat.

FORCED LANDINGS AND LOST

1. In event of forced landing of aircraft for any reason at a place other than its proper destination, the pilot will telegraph, if practicable, within thirty minutes, otherwise call from the nearest telephone, (either message will be sent Government collect), and render the report in a below; telegrams will be addressed to Commanding Officer, WAFS, Waco, Texas. Telephone calls should be made to Post Operations. Telephone No. 9200, Station

- a. (1) Name of pilot.
(2) Place of landing.
(3) Condition of Pilot.
(4) Condition of airplane and amount of gasoline.

b. No student will take off from the place of a forced landing, but will remain at the scene until proper authorities from the Field arrive. He will not leave the airplane without a guard. For the brief time necessary to send the above report or to seek necessary aid, in case of injury, he may leave the airplane.

2. It is very essential that the student send in very exact information of a forced landing. The location and type of field must be definite. The cause of the forced landing should be given. The extent of damages to aircraft will be given. If student is injured, he should give information as to where he can be located. Students will deliver Form #1's of airplanes extensively damaged to their Flight Commander as soon as practicable. He will not purchase gasoline or other services for the airplane.

SAMPLE TELEGRAM:

"Cadet Lucky H. Peelot, solo, landed at local airport three miles south of Tracy at 2:45 P. M. this date in BT-13 No. 236. Forced landing caused by getting lost. No damage to airplane. No injuries sustained. Sixty gallons gasoline remaining.

(Signed) Lucky H. Peelot

FIRE

1. Students will not pump the throttle in starting the airplane, but will leave the throttle in a high idling position until the engine is running, when it may be retarded. If fire, occurs in attempting to start the engine, the throttle will be opened to the full throttle position while continuing to turn the engine over with the starter. An attempt should be made to see that all switches and gasoline selector valves have been turned "OFF", controls unloved and parking brakes released, if possible.

2. If fire occurs in flight forward of the "Fire Wall" and altitude permits, the gasoline selector valve will be turned "OFF" and the throttle opened to the full forward position. When the fire has burned out, the throttle will be retarded to the high idling position, the gasoline selector valve turned "ON", and the wobble pump operated slowly until engine is running again. The pilot will use his own judgment if fire occurs elsewhere, and in no event, will he attempt to land an airplane on fire unless reasonably sure a safe landing can be made.

3. If it becomes necessary to abandon the airplane, all switches and selector valve should be turned "OFF" and the stabilizer set for a normal glide, time and altitude permitting.

INSTRUMENT FLYING

1. No take-off or landing training will be given and the airplane will not be taken off or landed with the hodd down.

2. All instrument flying will be done above 2,000 feet.
3. The instrument flying course will consist of 20 hours - 12 dual and 8 with student observer.
4. Each student will be given 15 hours Link Trainer instruction during the course. Students will report promptly when scheduled.

NAVIGATION

1. Each student will receive both day and night navigation training by making cross-country flights. The destination of each flight will be designated by the Director of Flying. The necessary maps will be issued by the Academic Department and prepared by the students. All students will be proficient in the use of the radio before the first cross-country flight is made.
 2. When on cross-country flights, the following rules will be observed:
 - a. STAY AWAY FROM THUNDERSTORMS AND RAIN SQUALLS.
 - b. Do not fly in or above the clouds.
 - c. If the ceiling gets down to 800 feet and you cannot see blue sky ahead, or if visibility becomes less than 5 miles, turn around and go back.
 - d. Do not fly lower than 1,500 feet unless forced down by clouds.
 - e. If caught in bad weather and unable to return to WAFS, land at the nearest airport and call WAFS, Post Operations Officer.
 - f. Know wind directions at all times.
 - g. Have radio volume full on and listen for conversation.
 - h. Relay all messages requested by either WAFS Tower or Control Plane.
 - i. Use of altimeter - Set altimeter at 460 feet on the ground at WAFS. It will then read your altitude above sea level. To establish 600 feet for traffic pattern at cross-country field, read altitude of field shown on map and then add 600 feet. Circle at this setting on your altimeter.

EXAMPLE:	Cross-country field is	600	
	Add	600	
	Circle field at	1,200	altimeter reading.
- REMEMBER - YOUR ALTIMETER WILL NOT READ "0" WHEN YOU LAND AT THE CROSS-COUNTRY FIELD OR AT WAFS. IT WILL READ THE FIELD ELEVATION ABOVE SEA LEVEL.
- j. Prior to landing on strange airport, circle the field to the left at 1,000 feet. Determine wind direction, position and altitude of any obstacles.
 - k. Use power approach at any strange airport. Remember the usual tendency is to over-shoot. Do not hesitate to gun and go around if you are over-shooting.
 - l. Watch for passenger planes and give them the right-of-way.
 - m. Fly with mixture control at FULL RICH AT ALL TIMES.
 - n. WATCH YOUR GAS! If low on one tank, switch to the other, DON'T WAIT UNTIL MOTOR QUILTS.

- v. Never cross a railroad without locating it on your map.
- p. Look for names of towns on roofs and water tanks.
- q. If you miss a check point, DON'T MILL AROUND, HOLD YOUR COMPASS COURSE - BELIEVE YOUR COMPASS.
- r. If lost, try to contact WAFS or Control Plane by radio.
- s. If completely lost, shoot a railroad station in a small town. DO NOT ATTEMPT TO LOCATE YOURSELF ON THE MAP UNTIL YOU HAVE CLIMBED BACK TO AT LEAST 1,500 FEET.
- t. When completely lost, do not wait until gas is gone or until it is dark before doing something. Pick best available field, drag it, and land. Then contact WAFS by radio, ~~telephone~~ or telegraph.
- u. Cross-Country envelope contains vouchers to be used in buying gas at civilian airports and paying for guard, damage forms, telegraph blanks, indelible pencils, etc. DO NOT PAY CASH FOR ANY SERVICE TO THE SHIP. MAKE OUT A VOUCHER AND HAVE IT SIGNED BY THE PERSON GIVING THE SERVICE AND SIGN IT YOURSELF.
- v. UNDER NO CIRCUMSTANCES, LAND AT THE SCENE OF A CRASH OR FORCED LANDING. Report position and pertinent information by radio to control ship or WAFS Tower.
- w. If forced down, remember, that the airplane is government property and you are responsible for it. If forced to remain overnight, stake it down and either guard it yourself or hire a competent guard.
- x. IN THE EVENT OF A FORCED LANDING, SEND A TELEGRAM TO:
COMMANDING OFFICER, WAFS, WACO, TEXAS

It should cover:

1. Place of landing
2. Condition of pilot
3. Condition of plane
4. Cause of forced landing

FORMATION

1. The formation flying training taught at this school is for the purpose of training the student to fly his airplane in a constant position and to maintain a relative speed of zero with reference to other airplanes of the formation during all periods of flight, take-offs, climbs, turns, landings and taxiing. Tactical formation as applied to the various types of aviation is not taught at this school.

2. Signals and their Significance:

- a. Flutter of Ailerons: (Repeated up and down movement of ailerons) "Attention". This signal will be used on the ground and in the air to attract the attention of all the pilots in the formation. Pilots should stand by for radio message or further signals. When on the ground, this signal will normally mean "Ready to take-off".
- b. Series of small dives and zooms: "Prepare to land".
- c. Movement of fist above head: "Change pitch".
- d. Nodding head backward: "Throttle back, decreasing speed".
- e. Nodding head forward: "Increasing speed".

- f. Nodding head to one side: "Turn in direction of nod".
- g. Hand to headset and shaking the head: "Radio message not understood", or "Radio not working".
- h. Dip a wing: "Go into echelon on side wing is dipped".
- i. Rock Wings: "Go into normal "V" formation".

Normally, the "attention" signal is given preceding all other signals. Whenever the attention signal is given, be extremely alert and ready for the next signal or logical maneuver to follow: Example: Attention signal given on ground when in position to take off will be immediately followed by take-off.

3. Take-Off Procedure:

- a. Single elements of three airplanes will habitually take off in "V".
- b. After take-off, leader will reduce R.P.M. to 2,000.
- c. Instructor will designate R.P.M. to be used at cruising.

4. Landing Procedure:

- a. Formation same as for take-off.
- b. BT-13's. When leader lowers flaps initially on base leg, wing positions lower ten turns at same time; may use up to five more turns on straight approach if over-shooting leader.
- c. When landing signal has been given, the student must anticipate action of the leader.

5. Student Formation Spacing:

- a. Wing airplane stepped up about three feet above leader.
- b. About three feet clearance laterally between wing tips.
- c. Each wing position echelon at angle of about 45°.

6. Students should be thoroughly indoctrinated in the following simple rules:

- a. Bank with leader.
- b. Keep the eyes on the airplane being followed at all times.
- c. Use the rudder to control interval.
- d. Use the throttle to control distance.

7. Formations have right-of-way over single airplanes at all times.

NOTES ON NIGHT FLYING FOR STUDENTS

1. Ten hours of night flying will be given each student to include the following:

- a. Dual and solo - Landings using flood lights.
- b. Solo - Landings using airplane wing lights.
- c. Solo - Landings on lighted runway with or without airplane wing lights.

d. Solo - Night navigation.

e. Solo - Night formation.

2. Areas:

Local night flying will be conducted in the area over and adjacent to the main airdrome and to a designated auxiliary field. There will be four distinct zones over each field, numbered from one to four, beginning with No. 1 in the N. E. quadrant of the sector and running clockwise through zone No. 4 in the N. W. quadrant of the sector as shown on the night flying map.

3. Control Points:

The control point will be located in one of the two student towers, or in an airplane on the ground designated by the officer in charge of student night flying.

4. Assignment to Planes and Zones:

Officer in charge of night flying will assign planes and zones to students. He will explain the zones and the system of conducting night flying thoroughly.

5. Leaving the Line:

Upon being assigned to a plane for night flying, the student will turn on the navigation lights and passing light, set the altimeter at zero check the gas and the stabilizer. At the designated time, he will start the engine and check it in the usual manner. He will then check his pitch control and flaps. When all set to leave the line, he will check in by radio with the tower and will not take off until ordered to do so. Ten turns of flaps will be used for each take-off and all gliding turns. The propeller will be changed to high pitch (low R.P.M.) for cruising around in the zones, but care must be exercised to change it to low pitch (high R.P.M.) before losing altitude for a landing. Students will be sure to know exact position of light switches and operating mechanisms so that they do not have to look in the cockpit unnecessarily.

Each student will proceed immediately to the zone, to which he is assigned, remaining below 1,000 feet until he has reached his zone. After having reached his zone, he will remain above 1,000 feet until signalled to land.

In landing, students will lose altitude to 1,000 feet in the zone to which assigned prior to proceeding to another zone and will then remain below 1,000 feet when approaching for landing.

6. Traffic Spot Light:

The green signal flashed on the student signifies clear for the student to land or take-off. The red signal flashed on the student signifies danger. If he is landing, he should return to his zone; if he is on the ground, he should come to a stop and await further instructions. The white light is used at this field for identification of ship numbers and to assist the pilot in taxiing or parking. When the white spot is put on a student in the air it means "the tower is calling you, turn up volume, tune radio, check hi-lo coil, etc." When the white spot is flashed intermittently at a student on the ground, it means to taxi into the line.

This control light is used as an auxiliary to regulate radio control and TAKES PRECEDENCE when used.

Except in case of emergency, student pilots will neither take off nor land without proper signals.

7. Coming Into the Line:

When taxiing to the line, planes will proceed to the point indicated by a flashlight in the hands of a crew chief.

8. Stacking in Zones During Night Flying:

a. It is essential for safety that a student remain above 1,000 feet in his assigned zone and below 1,000 feet in any other zone.

b. Students in zones designated as Lower Zones should be between 1,000 and 1,500 feet.

c. Students in zones designated as Upper Zones should be between 2,000 and 2,500 feet.

d. Normally, when an upper zone student returns to his zone, the lower zone student is already in his zone, so the upper zone student will, before going above 1,000 feet in his zone, locate the lower zone student, keep him under surveillance and circle outside of him while climbing to his proper altitude (2,000 - 2,500 feet.)

9. Emergency Landings:

In case of emergency when a pilot has to land without warning, he will switch on his landing lights and land as close as possible to the outer extremity of the field.