

The technical context of this document is approved
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8.28 NIGHT FLYING

8.28.1 GENERAL INFORMATION

This supplement shall be inserted in the Flight Manual, in Section 8: 'Supplements' with the revisions record sheet amended accordingly.

Information contained herein supplements, or in the case of conflict, supersedes that contained in the basic Flight Manual. For Limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Hot Air Balloon Flight Manual.

Throughout this supplement the term "Cameron" refers to envelopes, burners and cylinders manufactured by Cameron, Lindstrand Hot Air Balloons Limited, Sky and Thunder & Colt.

8.28.2 LIMITATIONS

8.28.2.3 Fuel

3. Sufficient fuel must be carried to allow for a landing to be made during the day.

8.28.2.6 Safety Equipment (Minimum Equipment)

8. Approved anti-collision lights must be fitted. Approved lights are listed in Section 8.28.9.

9. A compass and maps, or a GPS capable of showing drift direction.

10. A minimum of two independent lights, at least one of which must be non hand held (e.g. a head torch).

11. A knife

8.28.2.13 Landing

1. The balloon shall not land at night, except in emergency situations.

8.28.3 EMERGENCY PROCEDURES

8.28.3.12 Emergency Landing

Landing at night is dangerous and must not be attempted unless continued flight presents a serious threat to safety.

Minimise the amount of time the balloon is flown at low level and use the independent lights to ensure the flight path and landing area is clear of power lines and obstructions.

8.28.3.13 Position light failure

Continue flight using frequent bursts of the whisper burner.

Investigate the failure of the position light and rectify if possible
(See manufacturers instructions).

If the failure cannot be rectified and the balloon is in contact with an ATC unit they should be notified.

8.28.3.14 Entanglement of position light

If the position light becomes entangled in a tree or obstacle, heat the balloon to try to release the light. If the light does not immediately release then cut the suspension cord(s) with a knife.

8.28.4 NORMAL PROCEDURES

Flight planning, including timing and weather information, should be made carefully so that the balloon will be able to remain airborne until after sunrise, and that a suitable landing area is available. Adequate fuel reserves are essential. Fuel consumption will be higher at night than during the day due to the absence of solar heating.

Ensure that all lights are fully charged and have sufficient duration for the proposed night flight.

Use the independent lights to perform all pre-flight, and in-flight checks and procedures as required.

Flying at low level should be avoided at night as obstructions (e.g. powerlines) may not be seen.

8.2.4 TAKE-OFF

After take-off, once the balloon has reached a safe height deploy the position light according to the manufacturers instructions.

8.28.4.4.1 Pre-Take-Off Checks (additional)

Install the position light according to the manufacturers instructions.

Check that all independent lights and position lights are fully charged and functioning correctly.

8.28.5 WEIGHT CALCULATIONS

No change.

8.28.6 BALLOON AND SYSTEMS DESCRIPTION

No change.

8.28.7 BALLOON MAINTENANCE, HANDLING AND CARE

No change.

8.28.9 EQUIPMENT LIST**8.28.9.2.1 Anti-Collision Lights**

Anti-collision lights for balloons must be approved to EASA Proposed Special Condition 'Lights for Free Manned Balloon Night VFR'

Contact Cameron Balloons for the supply of approved anti-collision lights.

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