

Phase 2 - Class 6 Light Signals**FAR 91.125; AIM 4-3-13 & Table 4-3-1**

Note: Each active towered airport has a high powered light "gun" which can be used to communicate with aircraft and equipment on the ground or in the air when necessary. There are many aircraft that do not have radios and there is always the possibility of a communication failure.

The signals can mean different things depending on whether you are on the ground or in the air. You are responsible for knowing the light signals for aircraft only. Note the progression from GOOD to BAD, GREEN to RED. Use flash cards, do chair flying.

1. You are taxiing to the run-up area and are signaled with a flashing white light - what are you to do?
2. You are approaching an airport and notice your radio is not working - you are signaled with a steady **RED** light - what are you to do?

Phase 2 - Aircraft Lights**FAR 91.209; AIM 4-3-23**

Note: In general, there are 3 different external lighting systems on an airplane. The landing lights - large spot lights either on the leading edge of the wings or landing gear. The position lights - a red one on the left wing tip, a green one on the right wing tip, and a white one on the tail. They are used by approaching aircraft to determine their relative position to your aircraft. The wing tip lights are not visible from the rear of the aircraft. Finally, there are anti-collision lights - which include a rotating beacon and strobe lights.

1. What period are position lights to be on during operation?
2. When should a pilot consider leaving the anti-collision lights off?
3. When should landing lights be lit?
4. You are approaching an aircraft - you can see a green light and a rotating beacon - where are you in relation to the other aircraft?

Phase 2 - Fuel Requirements in VFR Conditions**FAR 91.151 (a)**

Note: The issue is "running out of fuel". It may be "cool" to depart with just enough fuel to make it to the next "gas station" airport but wind and deviations can occur causing fuel starvation. "There is nothing louder than the engine quitting on a single engine airplane".

1. What are the fuel requirement differences between day and night?
2. You plan a route involving 3 stops. Which stops are you required to plan fuel for?

Phase 2 - Glider Towing - Experience and Training Requirements FAR 61.69 (a)

Note: Just because you might have a pilot's certificate does not mean you can use it to tow other aircraft. The additional experience and training requirements are not overly restrictive but do emphasize that these operations require different skills. You are not required to know the requirements for the endorsing instructor.

1. What level of pilot certificate is required?
2. How many hours of PIC time? In which aircraft?
3. What are the flight currency requirements?