

in a nose up attitude. The disoriented pilot will push the aircraft into a nose low, or dive attitude. A rapid deceleration by a quick reduction of the throttles can have the opposite effect, with the disoriented pilot pulling the aircraft into a nose up, or stall attitude.

(e) Inversion illusion. An abrupt change from climb to straight and level flight can create the illusion of tumbling backwards. The disoriented pilot will push the aircraft abruptly into a nose low attitude, possibly intensifying this illusion.

(f) Elevator illusion. An abrupt upward vertical acceleration, usually by an updraft, can create the illusion of being in a climb. The disoriented pilot will push the aircraft into a nose low attitude. An abrupt downward vertical acceleration, usually by a downdraft, has the opposite effect, with the disoriented pilot pulling the aircraft into a nose up attitude.

(g) False horizon. Sloping cloud formations, an obscured horizon, a dark scene spread with ground lights and stars, and certain geometric patterns of ground light can create illusions of not being aligned correctly with the actual horizon. The disoriented pilot will place the aircraft in a dangerous attitude.

(h) Autokinesis. In the dark, a static light will appear to move about when stared at for many seconds. The disoriented pilot will lose control of the aircraft in attempting to align it with the light.

3. Illusions Leading to Landing Errors.

(a) Various surface features and atmospheric conditions encountered in landing can create illusions of incorrect height above and distance from the runway threshold. Landing errors from these illusions can be prevented by anticipating them during approaches, aerial visual inspection of unfamiliar airports before landing, using electronic glide slope or VASI systems when available, and maintaining optimum proficiency in landing procedures.

(b) Runway width illusion. A narrower-than-usual runway can create the illusion that the aircraft is at a higher altitude than it actually is. The pilot who does not recognize this illusion will fly a lower approach, with the risk of striking objects along the approach path or landing short. A wider-than-usual runway can have the opposite effect, with the

risk of leveling out high and landing hard or overshooting the runway.

(c) Runway and terrain slopes illusion. An upsloping runway, upsloping terrain, or both, can create the illusion that the aircraft is at a higher altitude than it actually is. The pilot who does not recognize this illusion will fly a lower approach. A downsloping runway, downsloping approach terrain, or both, can have the opposite effect.

(d) Featureless terrain illusion. An absence of ground features, as when landing over water, darkened areas, and terrain made featureless by snow, can create the illusion that the aircraft is at a higher altitude than it actually is. The pilot who does not recognize this illusion will fly a lower approach.

(e) Atmospheric illusions. Rain on the windscreen can create the illusion of greater height, and atmospheric haze the illusion of being at a greater distance from the runway. The pilot who does not recognize these illusions will fly a lower approach. Penetration of fog can create the illusion of pitching up. The pilot who does not recognize this illusion will steepen the approach, often quite abruptly.

(f) Ground lighting illusions. Lights along a straight path, such as a road, and even lights on moving trains can be mistaken for runway and approach lights. Bright runway and approach lighting systems, especially where few lights illuminate the surrounding terrain, may create the illusion of less distance to the runway. The pilot who does not recognize this illusion will fly a higher approach. Conversely, the pilot overflying terrain which has few lights to provide height cues may make a lower than normal approach.

8-1-6. Vision in Flight

a. Introduction. Of the body senses, vision is the most important for safe flight. Major factors that determine how effectively vision can be used are the level of illumination and the technique of scanning the sky for other aircraft.

b. Vision Under Dim and Bright Illumination.

1. Under conditions of dim illumination, small print and colors on aeronautical charts and aircraft instruments become unreadable unless adequate cockpit lighting is available. Moreover, another aircraft must be much closer to be seen unless its navigation lights are on.