

WINTER FLYING SAFETY

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Preflight

1. ALL frost, snow and ice MUST be removed before attempting flight.
2. Arrive in time to de-ice the airplane and, if necessary, preheat the engine.
3. DO NOT scrape or chip ice, snow or frost off the airplane. (No, you cannot use your American Express card!)
4. If possible and allowed, drive your own vehicle onto the ramp, taxiway and runway environment to assess conditions.
5. If you're going cross country, especially to smaller airports, call ahead to determine runway and taxiway conditions.
6. Check NOTAMS.

Starting Procedures

1. Use of manual priming is generally required in colder weather.
2. DO NOT over-prime or pump the throttle when cranking the engine. It could lead to an engine fire, and possible loss of the airplane.

Ground Operations

1. TEST your brakes – before taxiing.
2. Beware of icy taxiways, runways and parking areas.
3. If possible, have your airplane towed to an area of the ramp NOT covered by ice or snow.
4. Taxi SLOWLY and CAREFULLY. Use extra caution in the aircraft parking areas of the ramp.
5. You're PROBABLY taxiing at the right speed IF you have to very slightly add power going around a corner.
6. IF you start sliding and feel like you're heading for trouble, PULL THE MIXTURE to save the propeller/engine and minimize any other damage.
7. Low wing aircraft – beware of the possibility the snow banks may be higher than the airplane wings and there may be a hidden taxiway light buried.
8. Use caution when pushing aircraft back into a parking space. It can be easy to lose your footing on icy surfaces.

DON'T EVEN CONSIDER ATTEMPTING A TAKE-OFF IF THERE IS ANY ICE, SNOW OR FROST ON THE AIRPLANE. (NASA wind tunnel tests showed that frost on an airplane could reduce lift by as much as 30% and increase drag by as much as 40%. Combined with a relatively short runway, and you may never get out of ground effect.)