Winter Flying Precautions

- Note freezing level in the aviation weather forecast. Don't go unless the aircraft is suitably equipped.
- Carry out adequate engine pre-heating.
- Have warm clothing available for pre-flight and in case of heater failure or forced landing.
- Mud, snow and slush will lengthen take-off and landing runs. Work out your distances.
- Remove all frost, ice and snow from the aircraft (including spats) – there is no such thing as a little ice.
- Check carefully that all essential electrical services, especially pitot heat if fitted, are working properly.
- Check that the heater and de-mister are effective. Watch out for any signs of carbon monoxide poisoning.
- Be extra vigilant for carb ice.
- Recognise different types of cloud and their propensity for icing (shallow status vs deep cumuliform)
- Stay out of icing conditions for which the aircraft has NOT been equipped and cleared.
- If ice does start to form, act promptly. Get out of the conditions by descending, climbing or diverting. If descending, whilst being aware of high ground, do so quickly to minimise exposure to icing.
- If you encounter ice, tell ATC so that others can be warned.
- Icing risks also arise from moist air on cold airframe particularly during late afternoon flights.
- Be aware of radiation fog causing reduced visibility, as described in November's newsletter.
- If you have to land with an iced up aeroplane, the stall speed may be increased so add at least 20% to the approach speed, keep manoeuvres / bank angles to a minimum and avoid using flaps.
- Snow covered, icy or muddy runways will make the landing run much longer and crosswinds harder to handle.

CAA Safety Sense Leaflet No.3 Winter Flying.
http://www.caa.co.uk/docs/33/ga_srg_09webSSL03October.pdf

Frost, ice and snow on aircraft - AIC 106/2004 (Pink 74)
http://www.nats-uk.ead-it.com/aip/current/aic/pink/EG_Circ_2004_P_106_en.pdf