

Winter Flying Tips

It's that time of year again! We start digging out our mitts, toques and boots from the basement. Although, this week I have been wondering what I did with my longjohns too! Remember to dress for success – in our flying world that means warm enough clothes that you can walk from the farthest end of a runway back to our office and not suffer from anything more than wishing the coffee were hotter. This means proper footwear, gloves, a jacket, and a toque, you don't want to chance that you will be sent home if you show up without them! Remember **careful planning** especially when conditions are challenging is key to a safe flight. Our airplanes need some special winter clothing too! Baffles are being attached to the front cowling behind the spinner – check on your walk around that they are properly attached and they will be removed at CFI's request when the weather is consistently warm enough.



Remember that wing contamination is more likely this time of year with the change in temperature and the humidity – frost, snow, and ice will change the shape of the wing to the equivalent of 300 grit sand paper resulting in a decrease lift by 30 percent and increases drag by 40 percent. So remember wing covers at the end of the day or get the aircraft inside a hangar. If you have to remove contaminants, a warm hangar is the best, but windshield antifreeze from Canadian Tire will work too, especially with a squeegee. Using ropes or brooms can damage the paint on the wing so that should be a last resort when you're away from home. Most importantly, if you can feel the frost or see it on your glove after running your hand along the wing or tail - it's too much!

A final point about the care and feeding of your favorite airplane is that the engine is going to run better and have fewer maintenance issues if we take care of it in the winter. . .

Please make sure **engine tents are the first thing going on after the aircraft has been shut down** as the engine will still be warm and the tent will help contain some of the heat, the engine tent should also be the LAST thing that comes off the aircraft before flight, but don't leave it on!! Portable heaters must also be removed from aircraft before flights. Please also keep in mind that if the aircraft is going to be on the ramp for more than an hour, it must also be plugged in as follows:

- Temperature + 6 ° C or colder
- Flying Limits for Circuits - 20 ° C or colder
- For Cross Countries - 25 ° C or colder



Learn how the wing covers, windshield covers and engine tents go on the airplane and carry an extension cord for flights where you plan to land somewhere else (even if you don't plan to overnight). You just can't be sure where the weather may change and take you on another aviation adventure!



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