December

2016

WAYPOINTS

Winter Flying Considerations

Now that December is here, even though we have not had much snow yet in Calgary, it is time to think about what changes we need to make in our flying to allow for the cold and potentially adverse weather. Here are some things we should think about when flying during the winter months.

Clothing: Always wear or take with you sufficient clothing to make sure you can stay warm if you have to be outside. Even trying to refuel can be very uncomfortable if you have not dressed for it. So make sure you head out with long underwear, hat, mitts and a warm coat, even if you are launching from a warm hangar. I take a pair of winter boots in the back, just in case I need to walk somewhere through the snow. If you are headed out a cross-country over unpopulated areas, take a survival kit, including tools to cut wood and start a fire. I carry a propane torch with an ignitor in my kit.

Aircraft: The aircraft also needs to be prepared properly when flying in winter. Wheel pants should be removed to avoid snow and slush accumulation, the oil should be changed to the manufacturer's recommended cold weather viscosity, the heater and defroster should be checked for operation, and carbon monoxide detectors updated. If your battery is past its best before date, it is a

good time to change it. Some aircraft use baffles below a certain temperature to keep the engine from overcooling. If your aircraft is one of these, make sure you know at what temperature you must install them and when you must remove them. A cylinder head temperature gauge is a good investment for engine care for any aircraft. Of course, the best place to keep an aircraft for the winter is in a heated hangar. However, if this cannot be done, give yourself time to make sure the aircraft is properly prepared before flight. We all know that we need to remove all of the frost and snow from the aircraft before flying. Wing covers are good for reducing the accumulation of snow and frost. If the temperature is below -10° C, it is also a good idea to preheat. Make sure this is done with a safe heater, and it is best done with an engine cover that will allow the whole engine to be warmed, not just the oil. If just the oil is heated, and the rest of the engine is cold, any water driven off from the oil can condense on cold engine parts, causing corrosion.

Pilot Preparation: In winter, it is especially important to have a good situational awareness of the prevailing weather systems, so that you understand how the weather may be changing during your expected flight duration. For example, an incoming Chinook could bring strong enough crosswinds that you may not be able to land safely at your home airport when you return. Know where your alternates are. Make sure you have plan B, and maybe Plan C, if the ceiling and/or visibility start to approach your personal limits. One item to watch out for is whiteout. Many accidents have resulted from pilots losing control after losing visual reference, frequently while crossing a frozen lake in a snow shower.

Finally, we are at the time of year when the days are the shortest, and night comes early. Make sure you are current in your night flying. If you haven't got one yet, now is a good time to get a night rating.

Operations: If you are planning to fly to an airport that may have had a recent snowfall, be sure to call and ask about runway conditions. You cannot reliably estimate snow depth from the air, and many pilots have been surprised by landing in snow that was much deeper than expected. At any airport, keep in mind that there may be icy runways and taxiways, and unexpected snowbanks or windrows waiting for your wingtips or landing gear. Go slowly when maneuvering around crowded ramps or near gas pumps, especially if it is windy.

In winter, the air is generally smoother, and the colder temperatures improve performance. Visibility is frequently excellent. Flying in the winter can be a great experience. Let's all make sure we do it safely. A Google search of "Winter Flying Tips" will turn up lots of more detailed information on this subject.

Safe Flying Everyone!

John Mader

Air Cadet Aviation Career night

Jeff Seaborn

Soren, John, Ralph, Doug Robertson and myself attended the Air Cadet Aviation Career night hosted by Squadron 604 at Mewata Armouries. It was the first time this event was held and we got our name on the list less than 2 weeks ago. Although there is room for improvement, it was a wonderful first run. Here is what the organizer stated:

> Good morning to everyone who helped make the Careers in Aviation Night such a success. The feedback was fantastic! We had over 100 kids come from 9 different squadrons, including Airdrie. Add their parents and friends into the mix and we estimate there were 200 people mingling on the parade square with you.
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> A special guest appearance was made by Capt. Doug Eaglesham (more on him at https://www.lieutenantgovernor.ab.ca/Aoe/community-service/douglas-eaglesham/index.html) which sincerely made my day. As he says, "*Mentoring is a way of passing on knowledge, helping people achieve their goals and strengthening our communities. It's something that we all should be doing a lot more of. We all have knowledge that we can share.*" I think everyone did a great job of doing just that.

I took a picture of our table top area with some of our hardworking chapter members. This was taken at the very end of the night because we didn't have a chance when all the cadets were there. We spoke about EAA, the Young Eagles program and Airventure. We also had an RV fuel tank under construction and a wooden aileron with some fabric removed on display.

We brought videos and handed out Sport Aviation magazines to kids to read and enjoy. Kids and the adults were interested in us and EAA. We even spoke with some of the other exhibitors and they expressed interest in joining EAA or renewing their EAA memberships. Many of the families recognized our chapter from hosting the B17 this summer.

We answered questions and we asked questions. It was a great event for such short notice and we're making plans for improvement for future events.

WAYPOINTS

Newsletter of the EAA Chapter 1410
High River, Alberta, Canada

www.eaahighriver.org

Who We Are

We are an enthusiastic group of like-minded individuals from various backgrounds who share a passion for recreational aviation in Southern Alberta and we offer the chance to meet others who combine fun with learning.

FOR SALE

Aviation items for sale call Ted Burgoin 403 852-6424 or email <burgted@gmail.com>

Lycoming 0-320 150 hp first time run out removed from C172 in 1995, 1 mag, no starter $2500 obo

Piper Tri Pacer fuselage and tail sections offers?

Pitts S1c 180 hp Lycoming wings removed TTSN 500 hrs, engine TTSN 700 hrs, symmetrical wing kit partially completed nicely built $30,000 obo

Cassutt racer wing structure less ply covering c/w Cassutt plans $300 obo

How to Join Our Chapter

Attend our next chapter meeting. Ask for anyone and they will be pleased to help. All the required forms will be made available for you to fill out. You must be a current member of EAA International, so please have your EAA membership number. If you are not a member, you can join EAA at the meeting.

Contact us by post at
EAA Chapter 1410
Box 5280, High River, Alberta T1V 1M4
Or by email at
president@eaahighriver.org

For registration forms contact the treasurer (see the list of the executive below).

Please update your web member profiles

On our web site, in the member's section, there are many pictures and profiles that are quite dated (aluminum parts which are now beautiful flying machines). The updates should be sent to the webmaster (webmaster@eaahighriver.org) Please supply: Name, project or aircraft, facts about your project and area of aviation interest.

EAA1410 2013 Executive		
President	Soren Christiansen	president@eaahighriver.org
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