

December 1, 2022, ComancheZOOM

## **Topic: Winter Flying Part 2**

Two top speakers on two top topics.

**George Richmond** on cold weather pre-flighting, and how it differs from warm weather pre-flighting.

- For example, sumping your tanks now has the additional value of telling you if water contamination in your fuel system - such as your fuel selector or lines - is frozen and blocking fuel flow!

**Ron Keil** on key winter flying topics such as

- A few hints on how and why to weather plan in order to avoid icing.
- How to tell you are getting ice as early as possible to maximize time to exercise your outs.
- What are rime ice or clear ice, and characteristics of both?
- Why is clear ice so dangerous and pure rime ice, although not good, less so?
- Why is clear ice especially detrimental for laminar flow wings & stabilators/stabilizers, such as those of Comanches, Mooneys, and P51 Mustangs?
- What do when, despite best efforts, inevitably you encounter ice (of any form)?
- Why dry snow is mostly going to impact forward visibility, whereas wetter snow collects on surfaces.
- Where is wetter snow likely to collect, and what to do about it?

There was a great deal of added information from pilots who had encountered icing in a flight, of who had tricks to add when preparing for a winter season flight. Also clarifications from various A&P's on why icing interferes with flight control.

To hear/see the recordings click on a link from the list below.

- <http://meetings.northeastcomanche.org/zoom/2022-12-01/video.mp4>
- <http://meetings.northeastcomanche.org/zoom/2022-12-01/audio.m4a>

To read the extensive Chat text click on this link.

- <http://meetings.northeastcomanche.org/zoom/2022-09-20/chat.txt>

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