

November 3, 2022, ComancheZOOM

## **Tonight's Topic: Winter go/no-go decisions**

with CFIs Vlad Ravich, George Richmond, George Merriam, and Malcolm Dickinson

Tonight we focused on winter weather and the go/no-go decisions often required, in particular the effects of frost on aircraft surfaces. We invited all to join us for this important topic and bring their experiences to the discussion.

Frost covered wings. Can you fly? It turns out the regs have changed.



Vlad Ravich flies for a NY organization, owns and flies a 180, and is a CFI plus airframe mechanic and multiengine ratings. Vlad and others will guide a discussion of flying with Frost and why the regs changed.

*"As it is, about one-quarter of all icing accidents in airplanes are caused by the disruptive effects of frost (or snow) that should have been removed before takeoff.*

*Unlike in-flight icing, frost doesn't change the shape of an airfoil, but its granular surface disrupts the smooth flow of air assumed by both aircraft designers and certification standards. Remember your introduction to aviation meteorology? It included the FAA's admonition that: "Roughness, similar to medium sandpaper, on the wing's leading edge and upper surface can reduce maximum lift by as much as 30 percent and increase drag by 40 percent." AOPA*

### **Links:**

- From 11/6/2006: [FAA clarifies polished frost rule.](#)
- FAA Federal Register 12/1/2009 announcing [rule change effective Feb 2010](#)
- From AOPA: 12/2/2009 [announcement of above](#)
- Malcolm' slide show: [Ways to deal with frost on aircraft surfaces](#)

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

- <http://meetings.northeastcomanche.org/zoom/2022-11-03/video.mp4>
- <http://meetings.northeastcomanche.org/zoom/2022-11-03/audio.m4a>

To read the Chat text click on this link.

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

Pete Morse for the ComancheZOOM team