

Clued^{up}

GA Update

December 2020

WINTER FLYING



WINTER — AND WHY NOT?

This year hasn't been the greatest for flying — true there was some great summer weather, but Lockdown 1.0 meant a fair old break for many, then getting current again and then along came Lockdown 2.0...

While the Spring flying pause ended in relatively benign spring/summer weather, conditions now are anything but though that shouldn't be a bar to flying — winter can have some beautiful days with fabulous views and flights. The flip side, of course, is wind, rain, poor visibility, fading daylight, cold, ice and snow, so here are a few things to think about to help get back into, and enjoy, some winter flying.

GETTING GOING AGAIN

Staying current for the changeable and sometimes challenging autumn/winter conditions hasn't been easy, so first off here's a question — just how current am I for this particular day; have I really got the experience/skills for it? The shrewd advice is to raise personal minimums – or be more restrictive – than the legal minimums initially, and decide on the day taking into account currency, competency and the conditions.

And here's another thought; one of the problems with flying being chopped around as it has been this year is how ready you are for 'in the unlikely event'... when



for example was the last time you practised (or thought about the vital actions for) an EFATO, a PFL or, for that matter, a low-level circuit for when the cloud isn't as high as expected? A 500ft circuit in marginal conditions can be a high workload experience.

Obviously, if you have any doubts you can always nip up with an instructor for a

quick refresher flight or simply discuss the day and its challenges with them. Most of us also have more experienced/competent friends who'll be only too happy to share their knowledge, and that's especially true if you're in a group or shared aircraft.

WEATHER

So you're good to go for the day, but is



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