

01/04/13 --Cold Weather Aircraft Information

The following information has been taken from a manufacturer's information notice and is to be applied to all Air Methods aircraft:

Snow and ice can build up in the engine air intakes and plenums when the aircraft is on the ground without the engines operating or when the engine is at a low power setting for an extended period. Experience acquired on aircraft has revealed some cases of engine flameout or damage occurring shortly after takeoff. When the aircraft had previously been subject to cold weather in snowy or rainy conditions, and parked outside. A turbine engine has a good rainwater or falling-snow absorption capacity in continuous operation. On the other hand, the engine is sensitive to a "sudden quantity" of water, snow or ice, because any quantity (even limited) corresponds to a very high instantaneous concentration exceeding its absorption capacities.

After arriving on a parking area in cold weather in falling snow or rain, it is recommended to install the air intake blank rapidly following engine shutdown. The exhaust pipe blank can be installed subsequently, as soon as the exhaust pipe temperature is acceptable.

Pre-flight precaution; engine or appropriate cowlings must be opened to check for presence of snow or ice on the accessible internal surfaces of the engine intake area. This must be done even if the intake was covered.

If snow or ice is discovered inside an engine intake area, please submit an AIDMOR for trending purposes.