PIRATE FLYER

Carburetor Icing | DST | Safety Culture

Safety Culture

HU's safety culture leads with the **TRAIL** philosophy:

Trusting - Safe, Valued, Respect
Reporting - Proactive, Accessible
Adaptive - Flexible, Innovative
Informed - Sharing, Transparent
Learning - Safety Intelligence

All Hands Safety Day

Aviation Department All Hands Spring Safety Standdown

Wednesday March 18
Student Center Ballroom
0900-1600
Attendance Mandatory - No Fly

Safety Reporting

Use this QR code to share continuous improvement ideas or identify safety hazards. For More Info contact Captain Lewis in S&T Room 261, (850) 449-4841 or email kent.lewis@hamptonu.edu

Daylight Savings Time

Daylight saving time (DST) presents unique challenges for aviation safety by disrupting the precision and predictability the industry relies upon. When clocks shift, pilots, air traffic controllers, and maintenance crews may experience circadian rhythm disruptions, increasing fatigue—a known contributor to human error. Even a one-hour time change can impair alertness during critical phases of flight, such as takeoff and landing. Operationally, DST complicates scheduling because global aviation works on Coordinated Universal Time (UTC), which does not change. Airlines must meticulously adjust local departure and arrival times to prevent misalignment in crew duty periods and airport operations. Errors in these conversions can lead to scheduling conflicts or delays. By carefully planning transitions and reinforcing fatigue-mitigation practices, we can work to reduce DST-related safety risks.

Fly Rested

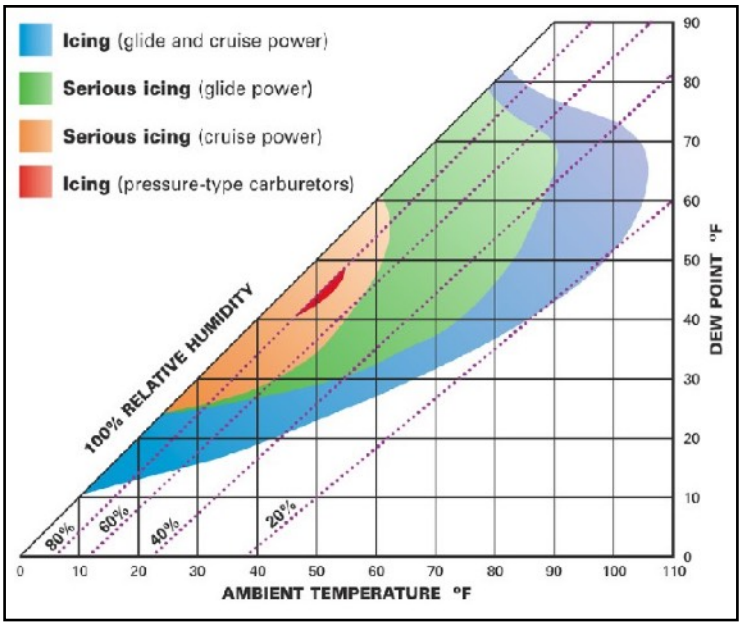
Delta Propel

Hampton University is once again part of the Delta Air Lines Propel pilot pathway program. Pilots with Commercial and Instrument ratings may apply 12 months out from reaching 1500 flight hours. Once interviewed and accepted, a conditional job offer leads to a career path with Endeavor and then Delta.

Carburetor Icing

Cessna 172N or 172P motor start running rough or RPM dropping? The cause could very likely be carburetor icing. Ice can form in carburetors from moisture in the air due to the venturi effect inside the carb, and the remedy is to induce heated air from the exhaust shroud to melt the ice. Carb ice can also cause a stuck throttle!

As the chart shows, carb icing can form in high temp with high dewpoint, so it is a risk to mitigate on every flight. Carb icing also forms quickly as the temperature lowers to near the dewpoint. And it is interesting to note that the dewpoint lapses at a slower rate than temp, to the convergence level where we see cloud bases form, so even on a warm day be sure to keep an eye on rpm and use carb heat periodically, especially when the afternoon scattered "cumulo bumpus" clouds start growing.



Upcoming Events

March 18 - 0900 to 1600 - All Hands Spring Safety Standdown - Student CenterTheater

March 26 - United Aviate Campus Visit - All Day - Internships and Pilot Pathways