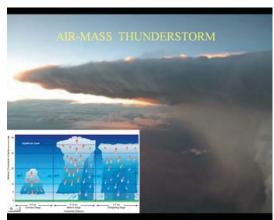
## 雷雨對飛行安全之危害

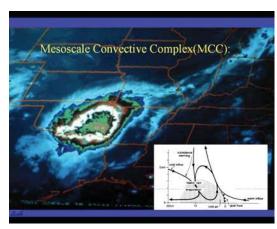
簡智浩 台北市敦化北路 405 巷 123 弄 5 號





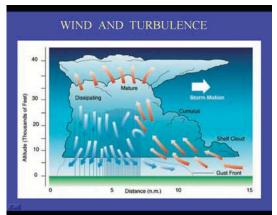




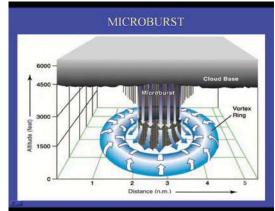


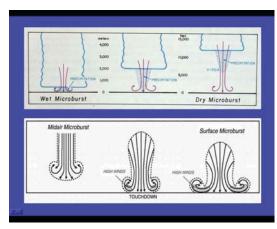






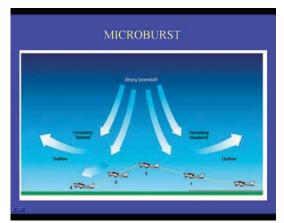




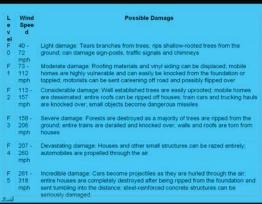








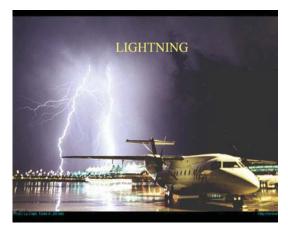


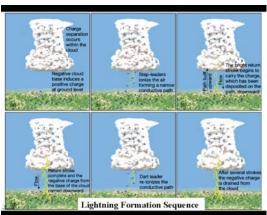






Icing Type	Outside Air Temperature Range
Clear	0°C to -5°C
Clear or Mixed	-5°C to -10°C
Mixed or Rime	-10°C to -15°C
Rime	-15°C to -20°C



















## SUMMARY

Never regard any thunderstorm as "light" even when radar returns show the echoes are of light intensity. Avaiding thunderstorms is still the best policy.

Don't land or take off in the face of an approaching thunderstorm. A sudden wind shift or low level turbulence could cause loss of control.

Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence under the stor-

of a large cumulonimbus cloud.

requires total to translate the another day. As alless or samp gradest should be avoided by livinity lises at a although some the another by livinity lises at a

Flight over the top of thunderstorms is not recommended. If necessary, clear the tops of thunderstorm clouds by 5,000

For flight planning, coordinate with flight dispatch. Fuel conservation is secondary to safety, comfort, and schedule

Below the freezing level - avoid contoured areas by at least 10 miles. Above the freezing level - avoid contoured areas

