

Errata for Docket Item #3

Memorandum for the Record Weather Information and Carburetor Icing Probability

Previous Text of Docket Item #3:

According to the Icing Probability Chart (attached to this memo), with a temperature of 12 degrees and a dew point of 5 degrees, the aircraft engine could have been susceptible to severe icing.

Is Replaced With:

According to the Icing Probability Chart (attached to this memo), with a temperature of 12 degrees and dew point of -5 degrees, the aircraft engine could have been susceptible to light carburetor icing at cruise or descent power.



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Weather Information and
Carburetor Icing Probability
CEN15LA169
Rusk, Texas
March 7, 2015

The reported weather observation METAR at JSO about the time of the accident was:

KJSO 071735Z AUTO 00000KT 10SM BKN100 12/M05 A3048 RMK AO2 T01211051

According to the Icing Probability Chart (attached to this memo), with a temperature of 12 degrees and dew point of -5 degrees, the aircraft engine could have been susceptible to light carburetor icing at cruise or descent power.

Alexander Lemishko



Senior Air Safety Investigator
NTSB
Central Region Aviation

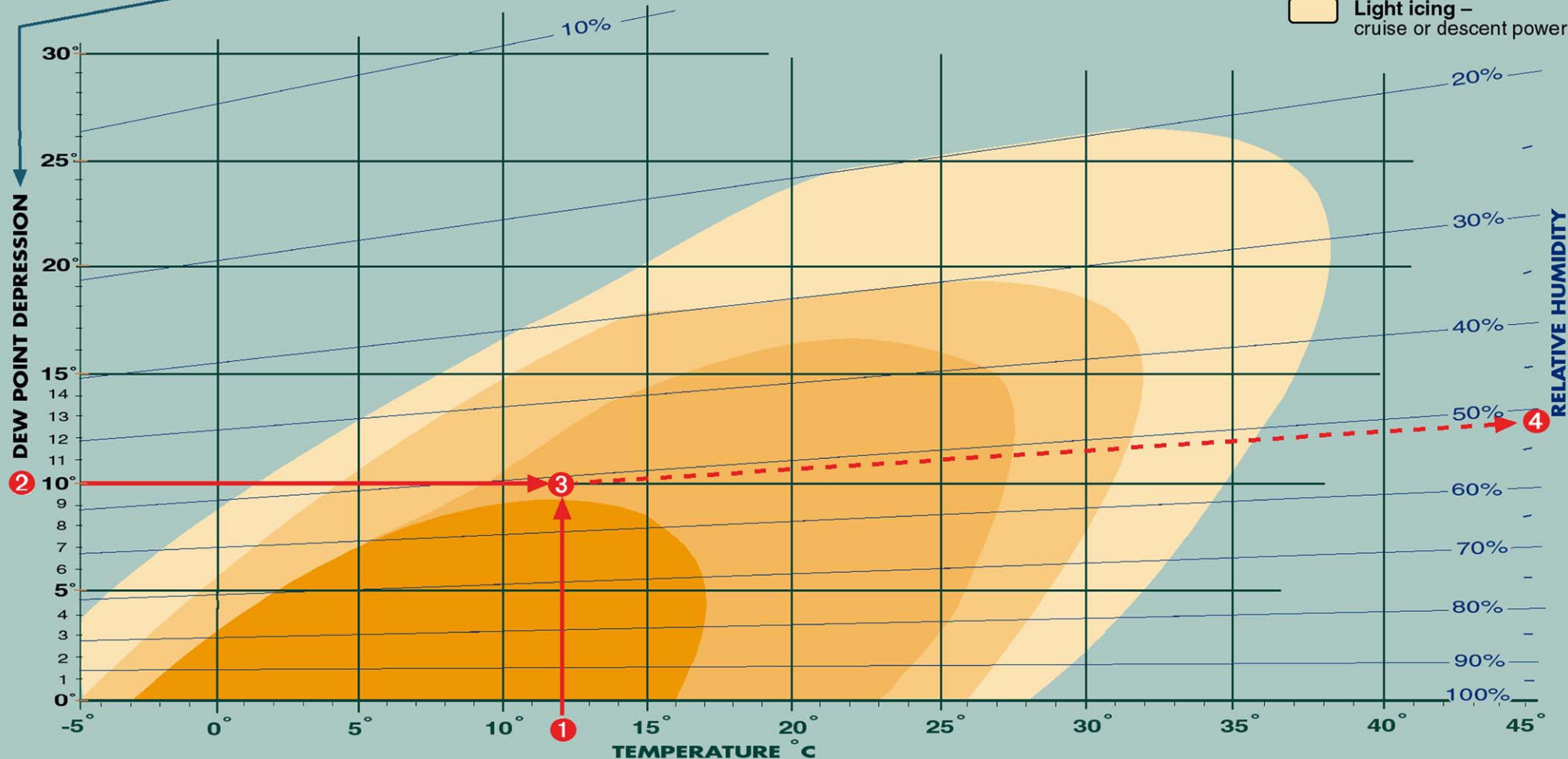
New Carburettor icing-probability chart

To use this chart:

- obtain the temperature and dew point
- calculate the difference between the two. This is the 'dew point depression'
- for example, if the temperature is 12° C **①** and the dew point is 2° the dew point depression will be 10° **②**
- for icing probability, refer to the shading legend appropriate to the intersection of the lines **③**
- for relative humidity, refer to the right hand scale **④**

To work out dew point depression:

$$\text{Temp} \text{ Minus } \text{Dew Pt.} = \text{Dew Pt. Depression}$$



- Serious icing – any power**
- Moderate icing – cruise power; Serious icing – descent power**
- Serious icing – descent power**
- Light icing – cruise or descent power**