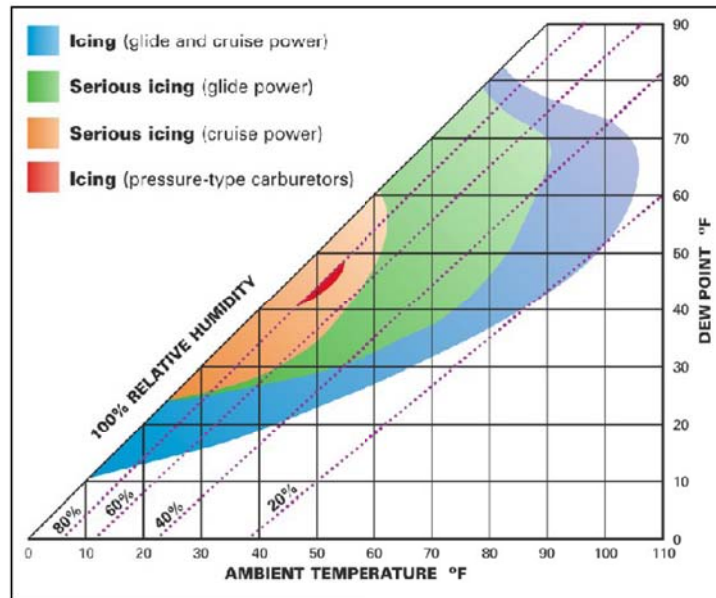




Recommendations

There are some steps a pilot can take to prevent, recognize, and respond to carburetor icing.

To prevent carburetor icing, the pilot should:

- Assure the proper functionality of the carburetor heat during the ground (Before Takeoff) check.
- Use carburetor heat on approach and descent when operating at low power settings, or in conditions where carburetor icing is probable.

To recognize carburetor icing, the warning signs are:

- A drop in rpm in fixed pitch propeller airplanes.
- A drop in manifold pressure in constant speed propeller airplanes.
- In both types, usually there will be a roughness in engine operation.

The pilot should respond to carburetor icing by applying full carburetor heat immediately. The engine may run rough initially for short time while ice melts.

The above recommendations are general suggestions. The pilot should consult the AFM or the pilot's operating handbook for the proper use of carburetor heat.

Included below are some references, and their associated links, for more information:

- AC 20-113, Pilot Precautions and Procedures to be taken in Preventing Aircraft Reciprocating Engine Induction System and Fuel System Icing Problems
http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/F5BD7904E845409D862569AE00783347?OpenDocument&Highlight=carburetor%20icing
- AC 91-51A, Effect of Icing on Aircraft Control and Airplane Deice and Anti-Ice Systems
http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/451296DBDF212C81862569E70077C8F9?OpenDocument&Highlight=carburetor%20icing
- AOPA Safety Advisor – Aircraft Icing
<http://www.aopa.org/asf/publications/sa11.pdf>