



RECORD OF EMAIL

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: November 19, 2019
Person Contacted: Mr. Casey Love (Textron Aviation Representative)
NTSB Accident Number: WPR20LA022

Narrative:

During an email conversation Mr. Love reported the following:

“The carb heat is operated by a flapper style valve, so it is not like an on/off switch. If the handle is half out, you get half the heat than if it were all the way out. The power reduction is cut in half because the amount of heat is cut in half. It is left to the pilot’s discretion as to how much carb heat they apply. In the situation you described, half carb heat is better than no carb heat. I will include the entire POH. Below is the page that talks about carb heat application.”

ROUGH ENGINE OPERATION OR LOSS OF POWER

CARBURETOR ICING

A gradual loss of RPM and eventual engine roughness may result from the formation of carburetor ice. To clear the ice, apply full throttle and pull the carburetor heat knob full out until the engine runs smoothly; then remove carburetor heat and readjust the throttle. If conditions require the continued use of carburetor heat in cruise flight, use the minimum amount of heat necessary to prevent ice from forming and lean the mixture slightly for smoothest engine operation.

In addition, he mentioned that fuel draining from the fuel strainer drain port would increase fuel consumption but would not contribute to the collection of carburetor icing.

END.

Submitted by: Samantha Link