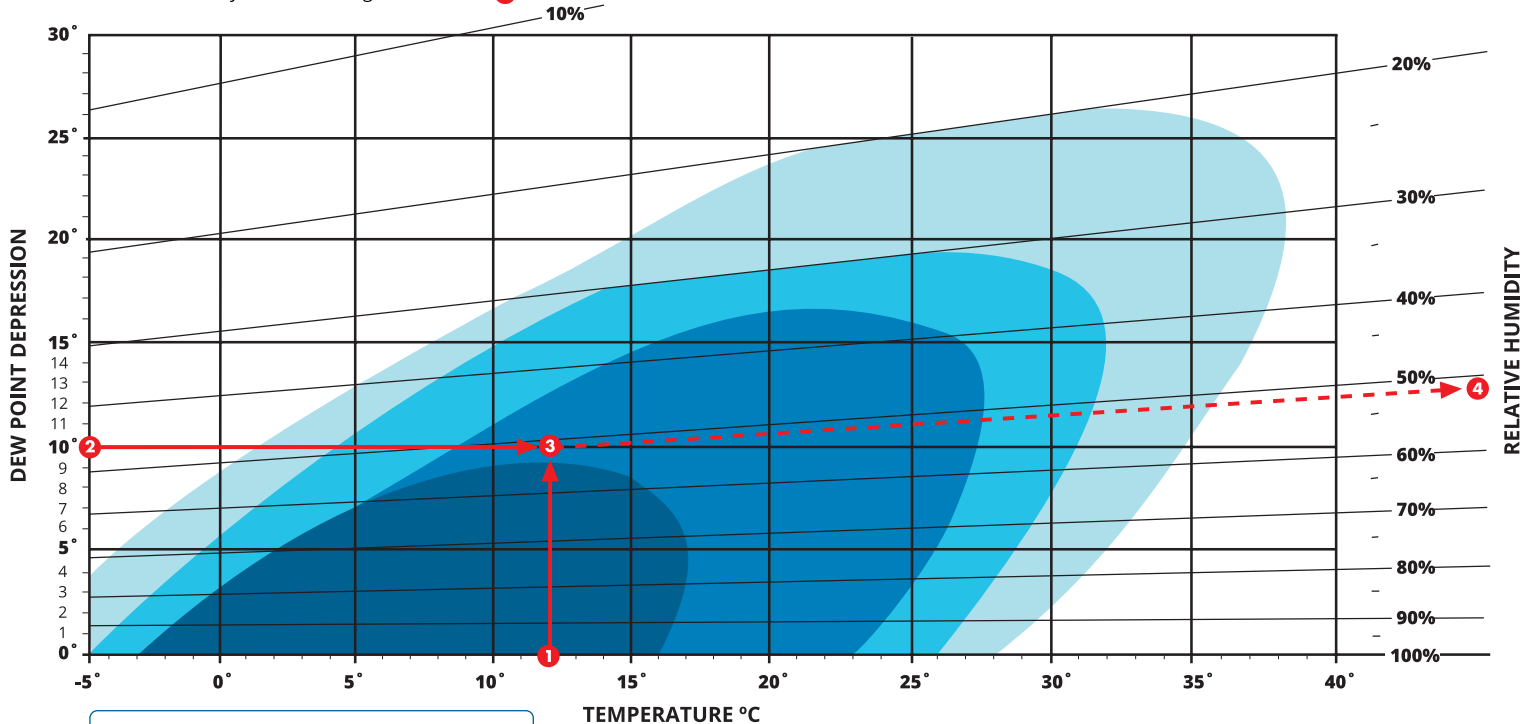


Carburettor icing probability

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:

temperature - dew point = dew point depression

TEMPERATURE °C

- Serious icing** - any power
- Moderate icing** - cruise power, or **Serious icing** - descent power
- Serious icing** - descent power
- Light icing** - cruise or descent power

Carburettor icing fast facts



- * Carburettored engines suffer most from icing because carburetors cause evaporation, which cools the air.
- * Carburettor icing can happen at temperatures of up to 38 degrees C. Paradoxically, it is less likely at very cold temperatures.
- * Carburettor icing is more likely at partial power settings because of the cooling effect of a partly-closed throttle butterfly.
- * Using a probability chart, along with dew point depression, temperature and relative humidity can be a good predictor of carburettor icing.
- * Carburettor heat should be applied fully in conditions where icing is likely. With icing, prevention is easier and more effective than cure.

For more information visit [flightsafetyaustralia.com](https://www.flightsafetyaustralia.com)