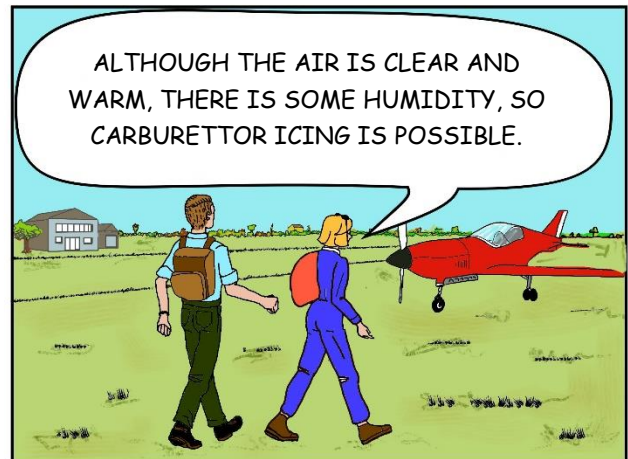
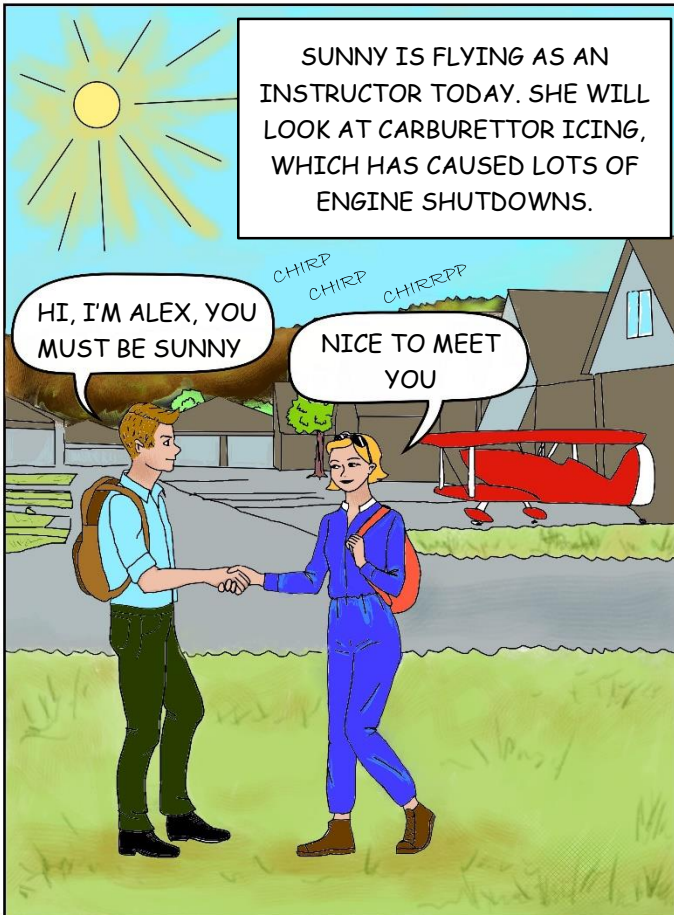




# Sunny Swift

## “CARBURETTOR ICING”

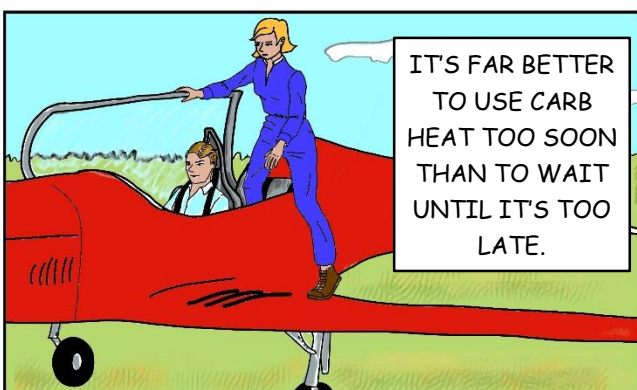
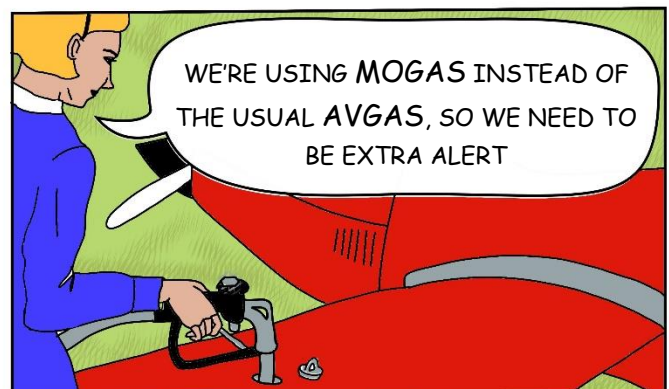
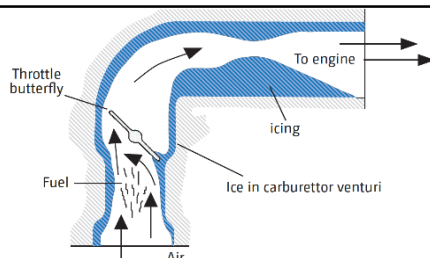


**Humidity 60%**  
(dew point 14°C)



CARB ICING WILL OCCUR ON WARM DAYS IF THE HUMIDITY IS HIGH. DRY WINTER DAYS ARE LESS OF A HAZARD THAN HUMID SUMMER DAYS BECAUSE COLD AIR HOLDS LESS MOISTURE

INSIDE THE CARBURETTOR, HUMID AIR COOLS DOWN AS IT EXPANDS AND DRAWS IN FUEL. EXCESS MOISTURE MAY BE DEPOSITED AS ICE.





**PREVENTIVE PROCEDURES WHEN CARB ICING (CI) IS LIKELY\***

TURN THE HEAT ON ONLY WHEN IT'S NEEDED, AS IT REDUCES THE PERFORMANCE AND DURABILITY OF THE ENGINE.

**DESCENT AND APPROACH:**

- CI IS MUCH MORE LIKELY AT REDUCED POWER!!
- KEEP THE HEAT ON BEFORE AND DURING LOW POWER
- EVERY ~ 500 FT, INCREASE POWER TO CRUISE, TO ENSURE POWER RECOVERY

**CRUISE:**

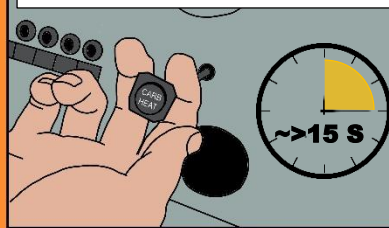
- AVOID CLOUDS AS MUCH AS POSSIBLE.
- MONITOR THE ENGINE FOR CI SYMPTOMS.
- DO A POWER CHECK\*\* EVERY 10 MIN, AND CARB HEAT\*\*\* IF YOU SUSPECT CI

\*CHECK THE MODEL'S POH OR AFM FOR THE RIGHT PROCEDURES

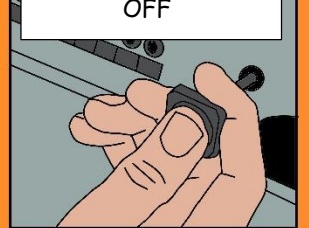


\*\*\*ICE MELTING CARB HEAT

TURN CARB HEAT FULLY ON



THEN TURN IT OFF

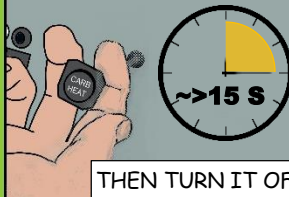


\*\*POWER CHECK AFTER CARB HEAT ON/OFF

CHECK RPM/MAP\* \*VARIABLE PITCH



TURN CARB HEAT ON



INITIAL POWER DROP



LATER

A FINAL POWER INCREASE WOULD MEAN THERE'S ICE



WHAT ARE THE SYMPTOMS OF CRITICAL CI?

REDUCED POWER AND A ROUGH-RUNNING ENGINE.

APPLY CARB HEAT ON. DON'T WORRY ABOUT RPM DROP. MAINTAIN HIGHER THROTTLE SETTINGS. LAND AS SOON AS POSSIBLE

**PRE-FLIGHT CHECKS**



DRAIN FREE WATER FROM THE FUEL TANK. PERIODICALLY CHECK THE CARB HEATING SYSTEM.



YOU CAN FIND MORE DETAILED INFORMATION HERE: [https://www.easa.europa.eu/system/files/dfu/EGAST\\_GA5-Piston-Engine-Icing-final.pdf](https://www.easa.europa.eu/system/files/dfu/EGAST_GA5-Piston-Engine-Icing-final.pdf)