

- 14. Return control to "cold" position immediately after landing. If carburetor heat should be further required, observe ground operation precaution in (4), above.

III. CONCLUSIONS AND FINDINGS

The National Transportation Safety Board, from its study of the carburetor ice problem area in general aviation, has concluded that:

- 1. Many accidents induced by carburetor ice continue to occur, despite the fact that the means of preventing carburetor ice are available to use at the pilot's discretion.
- 2. The incidence of carburetor icing can and should be reduced by further pilot education.
- 3. Distribution of an Advisory Circular on carburetor ice must be made to all pilots in order to reduce significantly carburetor ice involvement in aircraft accidents. This broad coverage is required because, even though only a very small percentage of all pilots can be expected to get into serious trouble with carburetor ice, there is no way of predicting which particular ones these will be.

IV. RECOMMENDATIONS

In view of these findings, the Safety Board recommends that:

- 40-1. The Federal Aviation Administration prepare an Advisory Circular on the prevention of carburetor icing in reciprocating engines used on general aviation aircraft.
- 4-2. The FAA mail this publication to all general aviation pilots, flight instructors, and flight schools.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED Chairman

/s/ OSCAR M. LAUREL Member

/s/ FRANCIS H. McADAMS Member

/s/ LOUIS M. THAYER Member

/s/ ISABEL A. BURGESS Member

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