Here's the **Carburetor Icing Probability Chart** from the FAA handbooks — the same one referenced in the *Pilot's Handbook of Aeronautical Knowledge (PHAK, Fig. 7-12)*. This is the most effective visual for showing pilots how carb ice can sneak up in warm, humid Florida conditions:

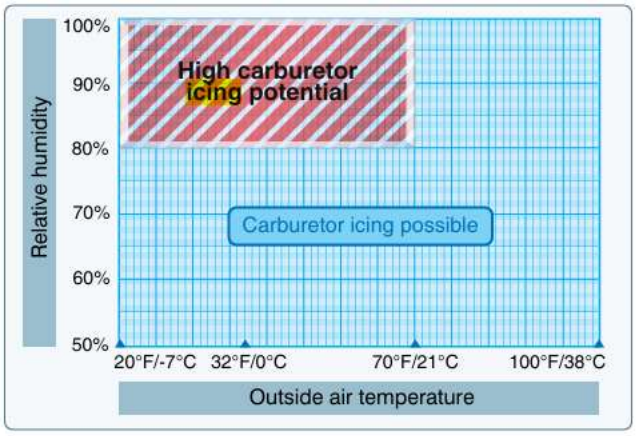

Figure 7-12. *Although carburetor ice is most likely to form when the temperature and humidity are in ranges indicated by this chart, carburetor icing is possible under conditions not depicted.*

How to Use This Chart

Highlight the "serious icing" zones: Show that carb ice risk peaks at **60–70°F with high humidity** — exactly the kind of weather Florida pilots think is safe.

- **Point out the insidious nature**: Emphasize that carb ice doesn't require freezing temperatures; it can strike on mild winter mornings or even summer afternoons.
- **Tie to operational practice**: Stress that carb heat should be applied **before power reduction** in descents, not after symptoms appear.

Teaching Hook

"Carb ice is sneaky — it loves warm, humid Florida afternoons."

Pairing that with the chart makes the risk visually undeniable and drives home why vigilance is essential.