



## BRITISH MICROLIGHT AIRCRAFT ASSOCIATION SERVICE BULLETIN

**Reference:** BMAA Service Bulletin 2446 Issue 1  
**Title:** Fitment of carbon monoxide detector and inspection of exhaust for condition  
**Applicability:** All aircraft fitted with hot air cabin heaters  
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**Effective date:** 28 May 2013  
**Classification:** Highly recommended

### 1 Introduction

This Service Bulletin is issued for all aircraft fitted with hot air cabin heaters.

### 2 Details

A common form of cabin heater is one which takes warm air from a muff fitted around the engine exhaust, and vents it through the firewall to the cabin. If a defect develops in the exhaust system – for example a crack – there is the potential for exhaust gasses to find their way into the cabin.

Carbon monoxide is a colourless, odourless gas which can lead to disorientation and eventual unconsciousness if inhaled in sufficient concentration. A CO detector gives advanced warning of any problem, and is normally a requirement of any cabin heater system's approval.

### 3 Action

If not fitted already, a CO detector should be positioned in the cabin so as to be clearly visible to the pilot. A CO detector card may be fitted without reference to the BMAA Technical Office; contact the BMAA Technical Office if fitment of an electronic CO detector is being considered.

CO detector cards have an expiry date – for example 6 months from the date of opening. Expired CO detector cards should not be relied upon and should be replaced.

The exhaust – including the area normally hidden under the cabin heater muff – should be periodically inspected for condition.

Note: although classified 'highly recommended', nothing in this note supersedes the requirements of any cabin heater system's approval.

### 4 Contact Details

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