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

BMAA
Bullring
Deddington
BANBURY
OX15 0TT
01869 336006
cto@bmaa.org