BULLETIN ADDENDUM

Aircraft Type & Registration	Thruster T600N 450, G-CBIO
Date & Time (UTC):	17 January 2012 at 1150 hrs
Location:	Near Compton Abbas Airfield, Dorset
Information Source:	Aircraft Accident Report Form

AAIB Bulletin No 8/2012, page 60 refers

Following the publication of this AAIB Bulletin, the LAA (Light Aircraft Association) and the BMAA (British Microlight Aircraft Association) both wrote to the AAIB on issues concerning the electrical carburettor heat system installed in G-CBIO.

In the 'Carburettor heat system' section of the Bulletin, details of the electrical carburettor heat system installed on G-CBIO were provided. The LAA and the BMAA both stressed to the AAIB that such systems are designed to be operated throughout the duration of a flight and are intended to prevent the formation of carburettor ice, not to melt it once formed. This is in contrast to conventional heated air intake systems that require pilot operation during certain phases of flight, such as throttling back before landing. In the accident to G-CBIO, the pilot reported that he had turned on the aircraft's electrical carburettor heat system at the start of his descent into Compton Abbas.

The LAA and the BMAA re-iterated the comment (made in the 'Airworthiness requirements' section of the AAIB Bulletin, G-CBIO, 8/2012) that BCAR Section S does **not** contain any requirements for induction system icing protection or for specific levels of engine reliability.

Regarding the 'Safety actions' section of the AAIB Bulletin, the BMAA commented:

> *'The safety actions on the BMAA at the end of the report have not been agreed by the BMAA. The BMAA has already written to inspectors, and in its magazine to members, of the importance of having modifications approved if required by regulation. The second action on the BMAA to advise inspectors of the approved type of carburettor heat systems would include an electric heater now fitted as a standard to this type of engine.'*

The LAA also stressed that the aircraft owner remains primarily responsible for the modification standard of an aircraft. The AAIB accepts that this situation was not clearly stated in the Bulletin account.

This addendum was included in the online version of this report on 10 February 2013.