

Supplement No. 09

Installation of Efficient Heating and Windshield Defogging System

Aircraft Registration Mark:

Aircraft Serial Number:

This Supplement must be attached to the POH when the Efficient Heating and Windshield Defogging System are installed in accordance with the manufacturer's approved documentation.

Information in this Supplement complements or replaces information in the basic POH for the below mentioned parts only. Limitations, procedures and information not mentioned in this Supplement and included in the basic POH stay valid.

This Supplement complements information necessary for the airplane operation with equipment installed on the airplane.

This supplement is EASA approved under EASA AFM Approval No.: 10052205,
Approval Date: 10 February 2015

This document is prepared in accordance with the AP DOA Approval No. AP507.

Section 1 - GENERAL INFORMATION

No change.

Section 2 - LIMITATIONS

No change.

Section 3 - EMERGENCY PROCEDURES

3.18 *Inadvertent icing encounter*

CAUTION

Aircraft is approved to operate in VMC condition only!

1. Leave icing area - turn back or change altitude to reach area with higher outside air temperature
2. **CARBURETOR AIR** - **PULL HOT**
3. **CABIN HEATER** - **PULL ON**
4. **BLOWERS** - ON
5. Increase RPM to minimize ice build-up on propeller blades.
6. Continue to move control surfaces to maintain their moveability.
7. In case of icing on the leading edge of wing, the stall speed will increase.
8. In case of icing on the pitot probe, erroneous indicating of the airspeed and altimeter.
9. If you fail to recover the engine power or normal flight conditions, land on the nearest airfield (*if possible*) or depending on the circumstances, perform a precautionary landing according to 3.10 or emergency landing according to 3.9.

NOTE

The carburetor icing and air filter icing shows itself through a decrease engine power and an increase of engine temperatures.

NOTE

Use carburetor heating during lengthy descents and in areas of possible carburetor icing.

3.30 Burned out heat exchanger

If smell of exhaust gas appears in the cockpit or the CO detector color changing (darkens) indicates the presence of carbon monoxide, immediately carry out:

1. **CABIN HEATER** - **PUSH OFF**
2. Vent-air outlets - open
3. Sliding ventilation windows - open
4. Landing - carry out as soon as practicable

Section 4 - NORMAL PROCEDURES

4.1 Preflight check

Inspection Check List

①	• CO detector	- condition, expiration date
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Section 5 - PERFORMANCE

No change.

Section 6 - WEIGHT AND BALANCE

Upon removal or installation of the Efficient Heating and Windshield Defogging System the change of empty weight and corresponding center of gravity of the airplane must be recorded according to Chapter 6 of the POH.

Section 7 - DESCRIPTION OF AIRPLANE AND SYSTEMS

7.17 Efficient heating and windshield defogging system

The airplane is equipped with an adjustable ventilation and cockpit heating system. Cockpit heating is ensured by hot air from the heat exchanger, which is mounted on the exhaust muffler. Quantity of hot air is regulated by **CABIN HEATING** knob located on the central panel.

Furthermore is installed defogging of the windshield by means of two electric blowers that supply the air from the cockpit compartment via two air channels on the windshield. The blowers are not connected to the supply air from the heat exchanger and switch on by means of the **BLOWERS** switch located on the instrument panel (see Fig. 9-1).

7.18 Passive chemical carbon monoxide (CO) detector

The airplane is equipped with a passive chemical CO detector.

This device is a passive warning detector. It does not sound an alarm and must be viewed obtain indication of carbon monoxide conditions. The presence of CO in the cockpit is signaled by the detector color change (darkens). The detector will turn back to its normal orange color after some time of being exposed to fresh clear air.

Each detector is packaged in a protective bag then when opened activates it. The product lifetime (after activation) is stated on the detector body and in the supplied documentation.

The CO detector is installed on the instrument panel (see Fig. 9-1).

WARNING

Exposure to CO may cause sickness, headaches, or even death.

CAUTION

*Watch the date on the detector and when necessary replace it.
Mark the date when install the new one.*

NOTE

For detailed account refer to documentation supplied with the CO detector.

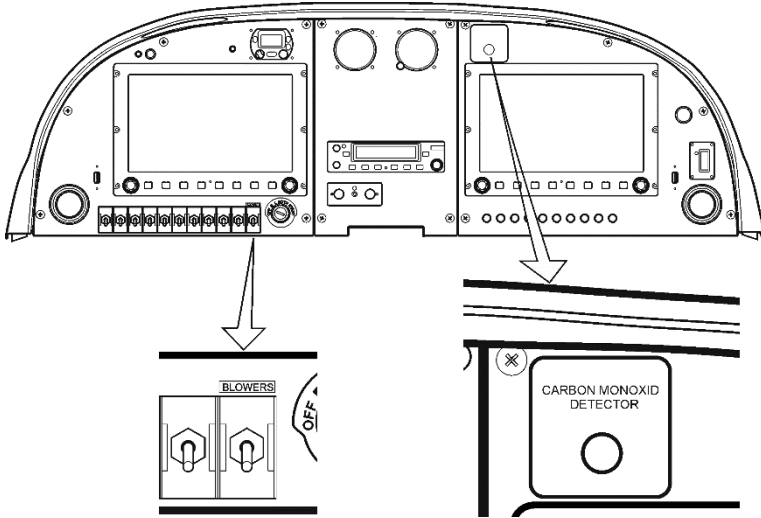


Fig. 9-1: CO detector / BLOWERS switch location

Section 8 - HANDLING AND SERVICING

No change.