The majority (over 90%) of respondents are aware of the benefits associated with carrying an active carbon monoxide detector. Furthermore, two-thirds of those who responded already fly with an active carbon monoxide detector.

About 60% of aircraft in the survey have a ‘Certificate of Airworthiness’ and 40% hold a ‘Permit to Fly’.

Half of those who participated in the survey fly with an active CO detector. The three most popular CO detector brands were:

1. Piper
2. Cessna
3. Vans
4. Evektor-Aerotechnik
5. Cirrus

Q5
WHEN flying, the majority of pilots keep their CO detector either in the center console, the rear of the cabin (behind seats), or on the instrument panel.

Q6
Only about 15% of pilots using an active CO detector have experienced distraction or misunderstanding. This split majority (about 85%) have had no potential flight safety issues while flying with an active CO detector.

Q7
Approximately 81% of respondents have had no alerts from their active CO detector since using it and about 23% have had a total number of alerts. A small number of pilots (less than 4%) have had more frequent alerts, usually only on the ground.

Q8
Of those with detectors able to store peak CO levels, 90% had a peak CO reading between 0-100 ppm.

Q9
Almost 40% of respondents provided additional comments, which included very valuable insights. Of particular note were:

- The drawbacks of passive ‘spot’ detectors.
- The high number of alerts that take place on the ground.
- Whether CO detectors offer much benefit for some aircraft, e.g., those with rear mounted (pusher) engines, or open-cockpits.
- Several examples of pilots who had been alerted by their detector to cracked exhausts, allowing them to take immediate action.
- The effect of sun/heat exposure when detectors are left in the aircraft (often results in spurious alarms).

Q10
Almost 45% of respondents provided additional comments, which included very valuable insights. Of particular note were:

- The number of people who express worry that they could fly without an active CO detector.
- The impetus of those who wish to fly without an active CO detector.
- The impact of sound/wind exposure and heat exposure on the aircraft. (More frequent alerts result in reduced noise exposure.)

Q11
The high number of alerts that take place on the ground.

- Whether CO detectors of the different brands present similar issues in different environments. (e.g., if tests were to be conducted on different aircraft, in different environments, or with different conditions.)