

Information Bulletin

I.B. No: 022

Aircraft Type: T67B, T67C, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A

Title: INSPECTION OF FUEL SENDERS FOLLOWING AIRCRAFT STORAGE

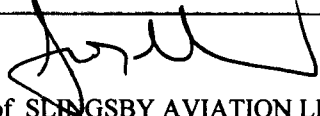
Cases have been reported of leaking fuel senders following long periods of storage.

The cause of the leak was traced to the drying out of the neoprene seal in the sender, due to a long period in storage. The fuel tank, in this case, was stored dry.

If the aircraft, is to be inactive for a long period, then it is recommended that the fuel in the tank/s should cover the fuel sender body. The fuel level, relative to the sender, is visible on aircraft equipped with a fuselage tank. On wing tanked aircraft the quantity of fuel required is 10.2 Imp Gal (12.25 US Gal, 46.6 L) maximum to a minimum of 5.6 Imp Gal (6.75 US Gal, 25.6 L) to cover the sender.

If the aircraft/wing has either been stored with no fuel in the tank/s, or with a quantity of fuel below the sender, ie 12 months or more, the tank/s are to be pressure tested. If fuel sender leaks, replace sender.

For further information or parts please contact SAL Customer Support Department.

Approved by: 	Date: 1 Dec 00	Issue 1
For and on behalf of SLINGSBY AVIATION LIMITED		
Kirkbymoorside, York. YO62 6EZ Fax No: 01751 431173	Tel: 01751 432474 E-mail: SAL5@Slingsby.co.uk	Page 1 of 1