

**SERVICE BULLETIN**

SB No. 022

Issue No. 1

TITLE

CHECKS ON FUEL FLOW : AEROBATIC FLIGHT

CLASSIFICATION This S.B. has been classified as Mandatory by the CAA

COMPLIANCE The following checks to be carried out and precautions taken until Mod M353 is available and fitted.

APPLICABILITY:

All T67 aircraft fitted with wing fuel tanks.

INTRODUCTION:

As a result of a single incident, which is still under investigation, there is a remote possibility that the collector tank flop tube may kink in a manner which would restrict fuel flow from the relevant wing tank. The possibility exists only as a result of "knife edge" type aerobatic manoeuvres or very slow rolls; the kinking will not occur in normal flight.

ACTION:

Pilots should be aware that the possibility of flop tube kinking exists and should:

- a) Check that each wing fuel tank is still functioning after aerobatic flight and is capable of providing full fuel flow required for maximum continuous power.
- b) Ensure that following aerobatics sufficient fuel is available in either wing fuel tank to enable the aircraft to return to the nearest airfield.
- c) Ensure that aerobatics are carried out at sufficient altitude to recover to normal flight and to switch fuel tanks if the engine should cut.

ISSUED
24/4/88

ISSUED BY:



for and on behalf of SLINGSBY AVIATION PLC

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Date 28.4.88

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