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MICROLIGHT BULLETIN NO. 13 - 27th November, 1984

MANDATORY MODIFICATIONS - ALL DUAL SEATERS WITH BEHIND-SEAT PLASTIC FUEL TANKS

An accident has been reported caused by fuel starvation. The pilot reports that upon checking he found that the fuel line had kinked next to the primer bulb, shutting off the supply.

This is the first report of such a fault and investigations are being made. However, we have been able to simulate the fault and recommend a simple modification.

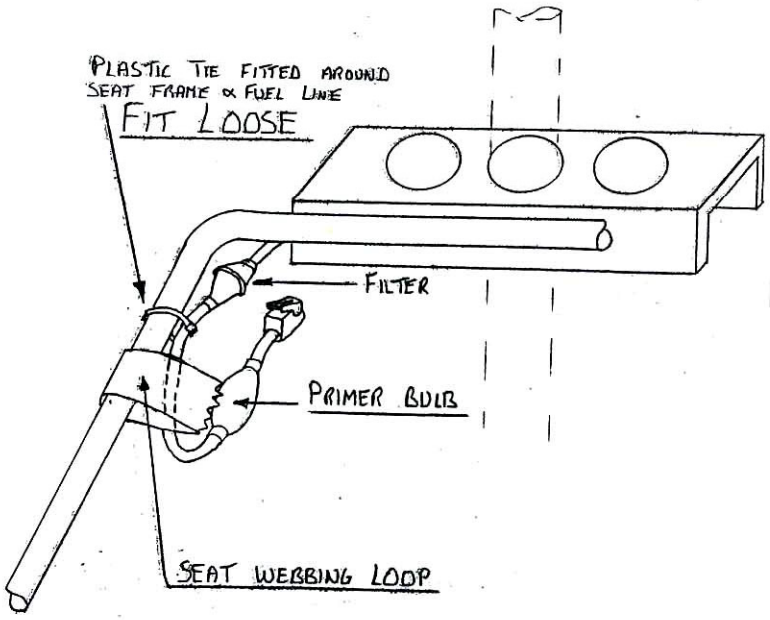
Support the fuel line by fixing it to the seat frame with the tie enclosed. MAKE SURE YOU DO NOT OVER-TIGHTEN THE TIE as it has to slide easily up and down the tube for ease of rigging. Cut off the spare tie end close to the ratchet block.

Enclosed is a copy of page 26, Issue C, for your pilot manual.

THIS MODIFICATION MUST BE CARRIED OUT BEFORE FURTHER FLIGHT.

John A Hudson

J.A.Hudson
Mainair Sports



FUEL LINE SUPPORT TIE - PLASTIC FUEL TANKS

BRITISH HANG GLIDER MANUFACTURERS FEDERATION

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Date: 17th December, 1984 Our Ref: Your Ref:

DEALER BULLETIN NO. 13A

Plastic Fuel Tanks

Bulletin No. 13 suggested preventing potential fuel starvation by fixing the fuel line hose loosely to the seat frame. It has been noticed that if you fix this at all tightly, the situation can occur whereby the hose can be held against the frame and cause line kinks.

It is essential that the tie is fixed to offer simple guidance to the hose, as we illustrated. Since the adjustable ties can be inadvertantly over-tightened at some future date, a spot of adhesive applied to the ratchet is a good idea.

On cockpit models - Gemini - the hose can be attached to the fabric instead of the seat frame. The essential thing to ensure is that the hose line forms a smooth curve and cannot be bent or kinked when in service.

Additional Fuel Tanks

We are aware of the general move towards 8 and 10-gallon fuel systems. Section S has been met in full with our plastic 'behind-the-seat' tank, but additional tanks under the keel or on the engine mount bars will take the aircraft outside its Permit to Fly. Although having no inherent objections at all to extra fuel tanks, as yet, no system has been put through Section S and, therefore, any of our 1984 aircraft with extra tanks are carrying unapproved modifications.

We are submitting a Type Approval modification for a 5-gallon reserve fuel tank on the engine mount, which should solve the problem.

John Hudson

John Hudson (Director)
MAINAIR SPORTS

BRITISH HANG GLIDER MANUFACTURERS FEDERATION