

SERVICE BULLETIN 18

SUBJECT: FUEL CONTAMINATION

APPLICATION: This bulletin applies to all Glasair kits and fuel tank modifications to completed Glasairs.

REFERENCES: All Glasair Instruction Manuals Volume 1, Wing Assembly Section, and Wing Tip Extension Fuel System Installation Instructions.

Glasair I: Addendum 13, 5 TD, 6 RG, including FT's if Addendum is applied. Appendix C - Header Tank Installation


WARNING: The following precautions are mandatory.

DESCRIPTION: We have recently received notice from a few builders who reported fuel contamination consisting of fine powdery fiberglass particles that passed through the gascolator and restricted the carburetor or injector inlet filters enough to cause engine failure.

SOLUTION: Before final bonding of the wing skins or closing of fuel tanks, vacuum out all dust and debris. Use a tack rag obtained at any automotive supply store and wipe down all surfaces exposed to the inside of the fuel tank.

If cutting into a closed fuel tank, as in Addendum 13, do not use power tools. Cut the opening by hand to keep the dust from transferring into inaccessible parts of the tank. Immediately after cutting into a fuel tank, thoroughly vacuum the dust which was introduced, then seal off the rest of the tank around the local area where the work is being done by stuffing rags or towels into the holes. Remove the rags once repair work is complete. Prior to flight, during the initial systems checkout phase, flush the tank thoroughly with fuel, then clean the filters every hour of operation for the first four hours and every five hours after that until contamination clears up completely.

One builder suggested using an inline fuel filter temporarily to help catch the debris until all traces of debris are gone. We do not recommend using an automatic type inline fuel filter other than temporarily during initial systems checkout. Our past experience with these filters showed that they were prone toward internal corrosion and fouling.

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