

DESCRIPTION AND MAINTENANCE INSTRUCTIONS

AIRCRAFT GENERAL

AIRCRAFT FUEL TANKS - FUEL LOADS

(This EO replaces EO 05-1-2S dated 26 Feb 54)

1 The operation of aircraft with reduced fuel load to increase the pay load on scheduled flight is authorized. Passenger and freight sections are to adhere strictly to aircraft loading tables where pay load is increased in proportion to the reduced gasoline load.

2 Care must be exercised in the case of bladder cells, self-sealing fuel cells, and integral tanks which embody a sealing compound in the seams and joints, which are likely to remain empty for an appreciable length of time due to reduced fuel loads, as subsequent cracking and checking will result. Preferably these tanks should be sprayed internally with lubricating oil, Ref. 34A/9150-21-802-4293 (3-GP-45), or alternately retain a minimum of one-quarter of the normal fuel capacity.

3 The above does not apply to aircraft used for training purposes. The fuel state of these aircraft is to be in compliance with existing instructions. At completion of day or night flying prior to storage in hangars or outside, fuel tanks are to be filled to safe capacity. Allowance is to be made for volumetric increase of the fuel due to temperature changes.

NOTE

Where aircraft are being ferried to contractors for repair or servicing, where practical, captains are to ensure that the amount of fuel carried is not greater than the minimum safe fuel load requirement for the intended flight.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

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