



AIRWORTHINESS DIRECTIVE

TYPE AFFECTED:

RF5B powered sailplane

SUBJECT:

Fuel tank overflow drain line installation

BACKGROUND:

The standard production RF5B fuel tank does not have an overflow drain. If the fuel tank is overfilled, normal fuel expansion causes fuel overflow through the filler cap. From there it can run via the filler neck and/or the cabin ventilator into the front cockpit.

This is considered an unnecessary hazard to flight safety.

REQUIREMENT:1. Before March 31st 1988

- (a) A fuel overflow line is to be fitted in accordance with GFA drawing 87/10
- (b) The filler neck area is to be verified for adequate sealing and if shown deficient, the neck is to be sealed in a similar manner to the details on Drawing 87/10.

NOTE: Appendix A is a brief discussion on fuel tank removal.

ACCOMPLISHED BY:

This modification is to be carried out by the holder of a DoA 1109 inspectors certificate authorised for the RF5B and modifications. Modification details must be recorded by logbook entry.

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory. This A.D. is issued pursuant of Air Navigation Regulations under the delegated authority of the Secretary of the Department of Aviation.

Issued by:

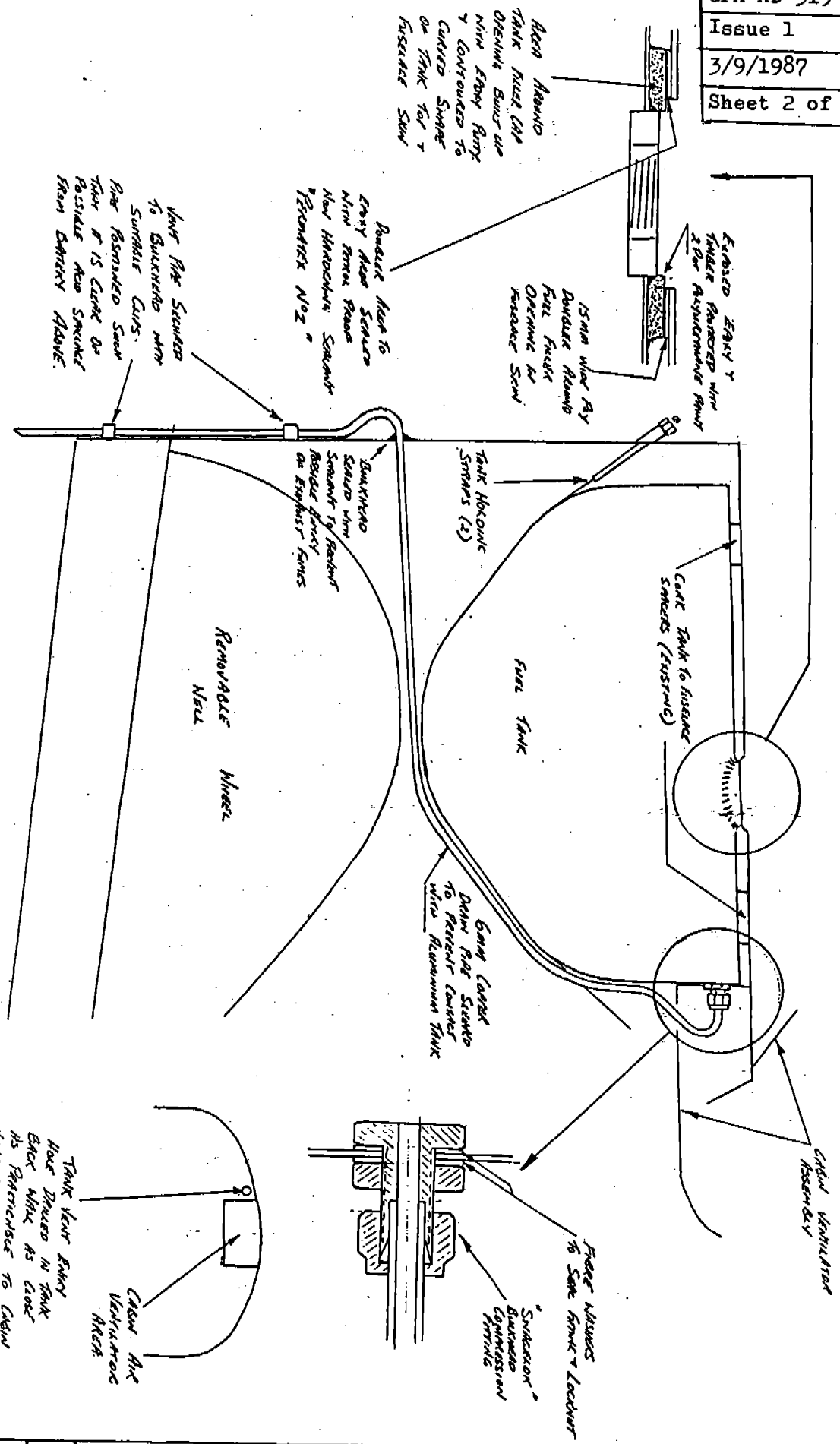
Chief Technical Officer,
Airworthiness

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

3/9/1987

Sheet 1 of 3



Sketch Spooling Area Tank Abnormalities
on Sketching P-550 Sample Most Current
to Improve (2) Tank Venting.
(2) Repair Airline Solenoid.

NOTE! SEE REVERSE SIDE FOR TANK
REMOVAL GUIDELINES.

WEIGHT AND BALANCE			1						2				
WEIGHT	ARM	INDEX	2						2				
NOT	SIGNIFICANT.		1						1				
			ISSUE	REVISION			DRN.	CHKD.	STR'D.	DATE	ITEM	DESCRIPTION	
										28/9/82		No. OFF	
												MATERIAL	
HEAT TREAT.		PROT. TREAT.		MATERIAL SPEC.		AIRCRAFT TYPE		REPLACING		No. OFF PER N.A.		SURFACE FINISH	
				AS NOTED		RF5B SPERBER				ONE PER FUEL TANK			
												LIMITS UNLESS NOTED	
												FRACTIONAL	
												DECIMAL	
												ANGULAR	
THE GLIDING FEDERATION OF AUSTRALIA						TITLE FUEL TANK DRAIN LINE INSTALLATION				NEXT ASSY.		DRAWING MOD 87/10	

APPENDIX AFUEL TANK REMOVAL PROCEDURE

1. Remove Instrument Panel.

- (a) All electrics are connected via plugs .
- (b) Instrument plumbing disconnected as required, marking as necessary to avoid confusion. The vario flask is mounted separately behind the panel and should be removed also.
- (c) Disconnect tacho cable behind the instrument panel.

2. Remove the mainwheel well.

This is secured by screws around its base. The undercarriage must of course be extended.

3. Remove the cabin ventilator.

- (a) The ventilator body is secured to the fuselage by one screw on each side from the outside.

Note that the ventilator cavity front wall is actually the back wall of the fuel tank.

- (b) The ventilator flap is secured to the fuselage by three screws at the hinge.

- (c) The vent is removed as a unit and left attached to its operating cable.

4. Move the control rods and cables for the engine starter, wheel brake, fuel isolation cock, carburetor choke, etc which run under the fuel tank. They need only be unbolted from the support rail which runs behind the instrument panel and pushed to the sides of the fuselage out of the way.

5. Empty the fuel tank and disconnect the fuel line to the isolation cock.

6. Remove the tank securing straps. The straps are tensioned by the bolts angled upwards on the outside of the front bulkhead.

The rear attachment points are the two bolts to which the instrument panel is mounted. The instrument panel rubber mounts must be removed first.

7. The tank is removed by manoeuvring down and back into the cockpit area.

8. Installation is simply the reverse of the procedure.

The tank is installed first. (With the compression fitting installed in the tank but without the pipe). A suitably positioned hole is drilled in the bulkhead and the pipe is shaped as it is fitted.