

FAR 43 and FAR 91 now require that all preventive maintenance, (oil changes, brake pad changes, tire changes, etc) whether done by an A&P or by the owner-pilot must be recorded in the aircraft maintenance records.

#43 P
Autogas
problem
sheet
EAA Chap 527
Newsletter
8-05

AUTOGAS FIELD ALERT

The following are situations which have surfaced recently. These may occur with either autogas or avgas. Although the EAA has addressed these in *Sport Aviation* on several occasions, this Field Alert is being sent as a service to all EAA autogas STC holders of record. For additional information, call the EAA STC department at (414) 426-4800.

USE OF ALCOHOL IN GASOLINE

Any form of alcohol, including ethanol and methanol is **not approved** for use since it can attack the synthetic materials in the fuel system. For emphasis, a placard should be placed by each fuel filler cap, reading "DO NOT USE GASOLINE CONTAINING ALCOHOL." De-icing fluid containing alcohol must be used in accordance with approved instructions.

USE OF LEADED GASOLINE IN FRESHLY OVERHAULED CONTINENTAL ENGINES

After an overhaul affecting the valves, use 2 to 3 hours of **leaded** aviation gasoline per Continental Motors recommendation. Then use unleaded autogas thereafter. Although this procedure was not used in our flight test program and no problems were incurred, we recommend it.

Reference: Continental Motors Special Bulletin M46-32.

SWELLING OF BENDIX CARBURETOR FLOAT NEEDLE VALVES IN CONTINENTAL A-65 SERIES THROUGH C-90 SERIES ENGINES

The use of obsolete neoprene float needle valves with either autogas or 100LL avgas may cause continual leaning unknown to the pilot, contributing to possible engine damage. If this is suspected, verify needle valve has Bendix part number 2523047.

Reference: Bendix Service Bulletin ACSB-84.

POTENTIAL DETERIORATION OF MARVEL-SCHEBLER CARBURETOR FLOATS

Any avgas or autogas may cause deterioration of the cellular plastic floats in Marvel-Schebler carburetors resulting in any of the following: flooding of carburetor, rough engine at low power settings or inconsistent engine shutdown. If symptoms occur, contact A&P mechanic.

POSSIBLE SEPARATION OF GASCOLATOR RUBBER PLUNGER

The rubber plunger in the gascolator drain assembly in some Cessna models may separate from the metal shaft, causing a potential leak. This problem, caused by either avgas or autogas, is being reviewed by the manufacturer. Inspect for proper fit.

POTENTIAL ATTACK OF VARNISH ON OLD CORK FUEL TANK FLOATS

The varnish on older aircraft cork floats may be attacked by either avgas or autogas. Inspect floats and, if indicated, recoat with polyurethane type of varnish.

POTENTIAL DEGRADATION OF HOT DAY ENGINE PERFORMANCE

After any prolonged period of heat soak, such as hot day ground idling or engine restart a short time after a long period of engine operation, perform a full power check before taking off. Ensure recommended fuel pressure is indicated on aircraft so equipped.