



SAIB: CE-11-08

Date: December 23, 2010

SUBJ: Fuel: Fuel Storage on Cessna Models 206 and 207 Aircraft

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, or operators of **Cessna Aircraft Company Models 206 and 207 Aircraft that have installed auxiliary fuel tank bladders in accordance with Sierra Industries, Ltd. Supplemental Type Certificates (STC) SA3634SW or SA3853SW**, of a potential airworthiness concern where operators may not be aware of the actual fuel quantity in the aircraft. This may be caused by not allowing enough time to let the fuel to settle through the bladders following the refueling process.

At this time, the Federal Aviation Administration (FAA) has determined that this airworthiness concern is not an unsafe condition that would warrant airworthiness directive action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

This SAIB is a result of a Cessna Aircraft Company 206G model aircraft, which lost power and landed in a field. Upon landing, the nose wheel dug into the soft soil and the aircraft inverted. Investigation determined that the probable cause of the engine stoppage was due to fuel exhaustion resulting from inadequate fuel uplift.

Further investigation determined that the refueling operator filled each tank and used a wooden stick, which had been previously marked for the purpose, to verify the fuel level in each tank. The refueling operator then showed the pilot the stained stick, which was then compared to the fuel totalizer reading. The pilot was then satisfied with the quantity of fuel onboard.

It was later determined that the fuel was not given adequate time to settle between the three integral auxiliary fuel bladders and the main fuel tank in each wing from the time of the refueling to the time of the reading.

Recommendations

The FAA recommends the following:

- When fueling your aircraft, ensure that at least five minutes is allowed for the fuel to completely transfer through all of the auxiliary fuel bladders into the main tank before checking the fuel level.
- Incorporate Sierra Industries, Ltd. Temporary FAA Approved Airplane Flight Manual Supplement (AFMS) Change Number 1, dated October 12, 2010, to your existing AFMS. The affected AFMS are:

SI10680, SI10681, SI10682, SI10683, SI10684, SI10685, SI10688, SI10689,
SI10690, SI10691, and SI10692.

For Further Information Contact

Eric Kinney, Flight Test Pilot, FAA, Southwest Region, Fort Worth Airplane Certification Office, ASW-150, 2601 Meacham Blvd, Fort Worth, TX 76137; phone: (817) 222-5459; fax: (817) 222-5960; e-mail: Eric.Kinney@faa.gov.

For Related Service Information Contact

Sierra Industries, Ltd, 122 Howard Langford Drive, Uvalde, TX 78801; phone: (830) 278-4481; fax: (830) 278-7649; website: www.sijet.com.