

indicated by a red line and the letter E. When an indicator shows an empty tank, approximately 3 gallons remain as unusable fuel. The indicator cannot be relied upon for accurate readings during skids, slips or unusual attitudes.

NOTE

Takeoff and land with the selector valve handle in the BOTH ON position to prevent inadvertent operation on an empty tank. However, when the selector is left in the BOTH ON position for extended flight, unequal fuel flow from each tank may occur if the wings are not maintained exactly level. Resulting wing heaviness can be alleviated gradually by turning the selector valve handle to the tank in the "heavy" wing.

The recommended cruise fuel management procedure for extended flight is to use the left and right tank alternately.

NOTE

It is not practical to measure the time required to consume all of the fuel in one tank, and, after switching to the opposite tank, expect an equal duration from the remaining fuel. The airspace in both fuel tanks is interconnected by a vent line and, therefore, some sloshing of fuel between tanks can be expected when the tanks are nearly full and the wings are not level.

If it is desired to completely exhaust a fuel tank quantity in flight, the auxiliary fuel pump will be needed to assist in restarting the engine when fuel exhaustion occurs. Therefore, it is recommended that proper operation of the auxiliary fuel pump be verified prior to running a fuel tank dry by turning the auxiliary fuel pump on momentarily and checking for a slight rise in fuel flow indication.

To ensure a prompt engine restart in flight after running a fuel tank dry, immediately switch to a tank containing fuel at the first indication of fuel pressure fluctuation and/or power loss. Then place the right half of the auxiliary fuel pump switch in the ON position momentarily (3 to 5 seconds) with the throttle at least $1/2$ open. Excessive use of the auxiliary fuel pump at high altitude and full rich mixture can cause flooding of the engine as indicated by a short (1 to 2 seconds) period of power followed by a loss of power. This can later be detected by a fuel flow indication accompanied by a lack of power. If flooding does occur, turn off the auxiliary fuel pump switch, and normal propeller windmilling should start the