



MODEL S2R-H80 TURBO THRUSH
SINGLE & DUAL COCKPIT
AIRCRAFT MAINTENANCE MANUAL

AIRFRAME FUEL SYSTEM		Daily	50 HRS	*ANNUAL 100 HRS	400 HRS
1.	Install a new 10 micron fuel filter every 100 hours. Replace the filter sooner if the Fuel Filter Bypass light on the Lower Left Instrument Panel is lit or improper fuel circulation is suspected.			X	
2.	Drain approximately 1 quart fuel from each: wing tank sumps, header tank; vent system. Check for any debris, sediment, or water and take corrective action if any is found.	X		X	
3.	Turn the electric Main Fuel Pump and the Emergency Fuel Pump on separately and check the fuel lines for leaks.			X	
4.	Inspect the fuel lines and supports for security and signs of chafing.			X	
5.	Check the fuel shutoff valve for leaks in the open and closed position.			X	
6.	Check the fuel tank gauges for proper operation. Rock the wings to slosh the fuel to see that the MVP-50T indicates properly.	X		X	
7.	Test Fuel Filter bypass function by depressing red button on Fuel Filter housing with power on and check function of annunciator light in cockpit.	X			



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- e. Any suspicion of cracks in the spring must be inspected by the magnetic particle process. Any positive indications of a crack in the tailwheel spring requires replacing the tailwheel spring.
 - Do the inspection following FAA Advisory Circular (AC) 43.13-1B, Chapter 5, Section 4, Magnetic Particle Inspection, using the wet particle method.
 - The inspection must be done by or supervised by a Level 2 or Level 3 inspector certified following the guidelines in FAA AC 65-31A.
- f. Blend out any scratches or nicks in the tailwheel spring.
- g. Repaint areas where paint was removed and where it is otherwise missing.

11.1.5.3. EVERY 500 HOURS:

- h. Clean all parts with a suitable cleaning solvent.
- i. Perform the 100 hour inspection.
- j. Inspect all bolts, bearings and bushings for excess wear, corrosion and damage. (Ref AC 43.2B)
- k. Check all welds for cracks.
- l. Repair of the landing gear is limited to reconditioning of parts, such as replacing components, bearings and bushings, smoothing out minor nicks and scratches and repainting areas where paint has chipped or peeled.

11.1.6. GE H80-100 ENGINE FUEL PUMP (Part # 18009-B8)

11.1.6.1. LIFE LIMIT OF ENGINE FUEL PUMP

The GE H80-100 engine is designed to have fuel fed to its inlet under pressure, but it will run normally without the airplane supplying fuel under pressure. The engine manufacturer has placed a limit of 100 on the engine running without pressurized inlet fuel, however. This is because the engine fuel pump will cavitate without inlet fuel pressure, which eventually damages the pump.

**11.1.6.2. TRACKING HOURS THE ENGINE HAS RUN WITHOUT INLET FUEL
PRESSURE**

The S2R-H80 has two electric fuel pumps to provide fuel to the engine under the required pressure. The Main Fuel Pump is supposed to be operating whenever the engine is running. If it fails, as indicated on the MVP-50T by a low fuel pressure alarm, its switch is to be placed off and the Emergency Fuel Pump is to be turned on. This provides the fuel pressure the engine requires and would normally be only a matter of a minute or two without fuel pressure. Accumulating significant time on the engine without inlet fuel