

FUEL SYSTEM

Fuel is contained in two integral sealed sections in the front part of each wing root. Each tank will hold 26 gallons of gasoline. These fuel tanks each have a sump drain under the wing from which fuel may be sampled to check for water or sediment contamination. A small plastic cup with an actuator prong is provided to obtain fuel samples. If water is present in the fuel, a distinct line separating the water from the gasoline may be seen through the plastic cup. Water, being heavier, will be on the bottom of the cup, and the light-colored fuel will be on top.

Aluminum fuel lines feed the fuel from the tank to a two-way, positive-setting selector valve on the floor ahead of the pilot's seat. The selector valve feeds fuel from one of the tanks at a time, and also has an "off" position for extended periods of storage or for emergency use. The selector valve also contains a sump drain which is actuated by pulling the ring adjacent to the fuel valve handle. Switch the selector valve handle to the right and left tanks to drain the respective lines. Be sure sump drain returns to normal closed position after releasing the ring. Fuel is fed from the selector valve through the electric boost pump, then to the engine driven pump and into the carburetor. The electric boost pump is turned on for take-off and landing to provide fuel pressure if the engine driven pump malfunctions.

WARNING: Under no circumstances should aviation fuel of a lower grade than 91/98 octane be used. Aviation fuels may distinguished by their color: 80 octane is red, 91 octane is blue, and 100 octane is green. If 91/98 octane is not available, 100/130 octane gasoline may be used.

THE ELECTRICAL SYSTEM

The Mark 21 electrical system is provided with a 50 amp 12 volt generator and a 35 amp-hour battery which is located on the forward left side of the firewall. All electrical systems can