



10/15/2022

Reference: N9876R
Beechcraft M35
S/N: D-6431
Right Main Fuel Tank Inspection

Attention Inspector Steve Stein

Inspector Stein,

Per your request I performed an inspection of the right main fuel tank of the above referenced aircraft due to a possibility of an erroneous fuel quantity indication witnessed by the pilot during flight. I was looking for a possible vent issue with the right main tank as well as a problem with the fuel quantity float in the same tank.

Upon opening the right main fuel tank, it was discovered the fuel rubber bladder had obvious separation from the bottom of the tank and had indication that it had been lifted and caused the float to be held in the up position causing an erroneous indication in the cockpit fuel gauge. Next, I inspected the fuel tank vent system for possible blockage. I removed the fuel vent check valve and inspected it for correct position and blockage. The check valve was installed in the correct position and was not blocked. I could blow air thru it in the proper direction, and it was blocked in the opposite direction. I then inspected all the fuel vent lines for blockage and all lines were clear. The vent tube going overboard at the bottom of the wing was also clear. I then proceeded to test the fuel quantity float for proper operation. With power on the aircraft and float connected to the aircraft wiring and in the empty position I discovered the float would read from $\frac{1}{2}$ a tank to $\frac{3}{4}$ of a tank. I then moved the float thru its full range of motion and the indication in the cockpit did not change. It remained indicating $\frac{1}{2}$ to $\frac{3}{4}$ of a tank of fuel. I then disconnected the wiring to verify it was connected to the cockpit gauge and the indication on the JPI went to a red X. I then reconnected the wiring and the indication went back to reading $\frac{1}{2}$ to $\frac{3}{4}$ of a tank with no fuel in the tank and in the empty position. (I have attached pictures of the gauge showing the $\frac{1}{2}$ to $\frac{3}{4}$ indication and one showing the red X indication.)

Let me know if you need further inspections completed or additional information.

Sincerely,


Kenneth Scherado Jr.
President

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