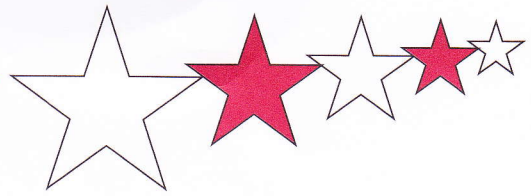


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UK BUILT EV-97 EUROSTAR AIRCRAFT SERVICE BULLETIN SB EV97-UK-03

FUEL TANK VENTING

Background

Up to Serial No. 1607 (up to and including UK Kit. No. 03-1198) the fuel tank vent is linked into the fuel tank drain. Under exceptional circumstances (cold, damp weather, coupled with a tiny fuel seepage from the drain), it is possible for evaporating fuel at the drain outlet to freeze airborne moisture and block the tank vent, possibly resulting in engine failure. Kits after the above number are modified with a separate outlet for the fuel tank vent and the fuel tank drain.

Applicability

All UK Eurostar Kits numbered 03-1198 or lower.

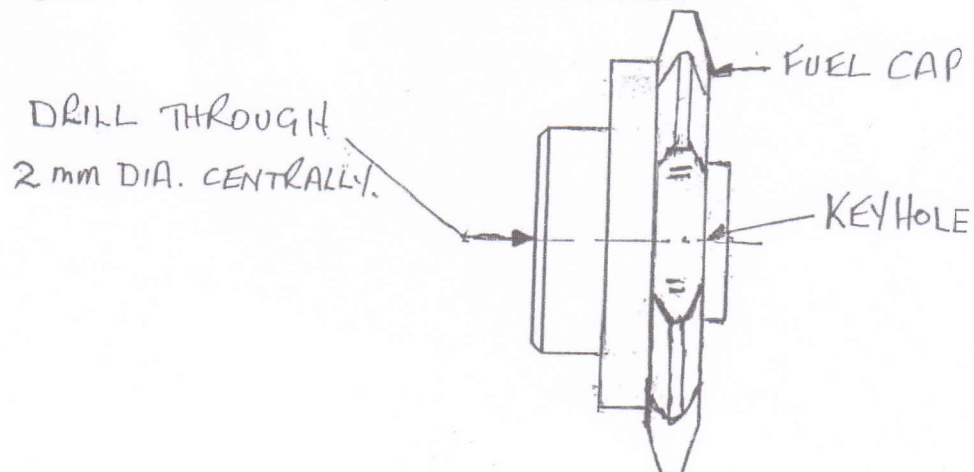
Identification

If any owner is in doubt whether their kit is affected, a look underneath the aircraft just rear of the fuel tank will confirm this. Affected aircraft will have a single outlet hose sticking out from the fuselage bottom, new unaffected aircraft will have two outlet hoses.

Rectification

To avoid a large amount of work in stripping the tank vent/drain system and modifying it to the new layout, the existing fuel tank vent can be supplemented by adding an additional vent in the fuel cap, thus maintaining a tank vent in the unlikely event of the main vent becoming blocked by ice. Referring to the drawing below, the inner housing of the fuel cap should be carefully drilled centrally with a 2mm hole. It is only necessary to drill a few millimetres deep to break into the cavity in the cap. Avoid drilling too deep or the drill will hit the lock mechanism and could damage it. After drilling, remove any loose plastic swarf. Refit the cap to the aircraft.

NOTE: With the hole drilled, the cap will vent both through the keyhole, and round the periphery of the inner housing. Due to the design of the cap, any water entering through the keyhole during rain will not enter the fuel tank, but will drain to the outside



March 2003