

Aeroprakt A22L Foxbat – Fuel Management

Please note the following procedures, which are either included in the Foxbat Pilot Operating Handbook and/or are good aviation fuel management practice in any twin-tank aircraft: in short, apart from at take-off and landing, only one fuel tank should ever be on at any time.

1. The A22L version of the Foxbat has two wing tanks. In some early versions of the aircraft, an excess fuel/vapour return line feeds unused fuel back to the RIGHT tank.
2. When flying aircraft fitted with this type of return line, it is therefore essential when taking off with full tanks to **USE ONLY THE SUPPLY FROM THE RIGHT TANK** for the first 30-40 minutes of the flight. This ensures that unused fuel is not simply pumped overboard via the right tank vent/overflow!
3. When parked, always ensure one or both taps are closed to prevent cross-feeding. No aircraft should be parked with the fuel taps left open. If both taps are open, under very rare circumstances it is possible for fuel to siphon out of one tank into the other – which if already full, means a substantial fuel spill.
4. Always taxi with one tank closed to prevent cross-feeding. When taxiing over rough or sloping ground, some amounts of fuel spilling may occur (even through the vented fuel caps on top of the wings) as fuel inevitably moves around in the tanks - although they are well-baffled to minimise this. Taxi speed should be no more than a fast-walking pace on smooth ground (eg bitumen) and much slower over rougher ground.
5. Always fly with one tank shut off, even during circuit practice, to help reduce the potential for cross-feeding and spills in flight.
6. Use the fuller tank whenever possible, switching tanks when the level reduces below the opposite tank. This is simple: keep the emptier tank closed until the opposite tank reduces to a lower level, then switch over. Normally this is best done with no more than a ¼ tank difference between the two.

Tip: One old pilot recommends using the RH tank when the minute hand of your watch is in the 0-30 minute (right) sector and switching to the LH tank when the minute hand is in the 30-60 minute (left) sector. That way, you'll always know what tank you're using!

[NB> this is not much use if you have a digital watch!]

7. Unbalanced flight (eg during frequent side-slipping and/or out of balance flight during cruise) can lead to fuel spills and uneven fuel use from the tanks.
8. Do not try to squeeze in every last drop of fuel when re-fuelling. Filling the tank to the bottom of the filler neck should not result in any fuel spilling through the tank cap vents.