

SERVICE LETTER

AA-SL-73-001

FUEL CONTROL HANDLING DURING STABILIZED SPINS

1. Planning Information

1.1 EFFECTIVETY

All Alpha built R2160 (160A) aircraft.

1.2 REASON

It has been reported that some operators carry out stabilized spins. During a stabilized spin, the engine usually stops. Because of centrifugal forces in a stabilized spin, the carburetor float is no longer able to close the float valve and fuel spills out of the carburetor overflow vent. If the electric fuel pump is on, the amount of fuel spilled is excessive, and can be seen flowing out of the cowl and over the propeller. No fuel spillage occurs before the engine stops turning, which usually occurs after 4 to 5 full spin turns. Although analysis of the engine compartment shows low risk of ignition, fuel spillage does increase the risk of fire. There are no reported cases of spilled fuel igniting.

1.3 RECOMMENDED ACTION

Turn OFF the electric Fuel Boost Pump before carrying out deliberate stabilized spins. Recovery from spins before the engine stops is recommended.

1.7 WEIGHT AND BALANCE

N/A

1.8 REFERENCES

Alpha Aviation 160A Flight Manual.

1.9 OTHER PUBLICATIONS AFFECTED

N/A

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