



## Safety recommendation no. 16

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<b>Safety deficit</b>	<p>When aircraft of type Extra 300 / 200 are not being used for aerobatics and if their wing tanks contain fuel, certain operators recommend using them from 800 ft above aerodrome level (AAL) after take-off and returning the fuel selector lever to the 'CENTRE (ACRO) TANK' position on approach, at around 1000 ft AAL. During multiple aerodrome circuits, this procedure means that the fuel selector lever needs to be moved numerous times within a relatively short period. This increases the risk of the pilot forgetting to move the fuel selector lever.</p> <p>Furthermore, as the wing tanks are permanently interconnected, the transfer of fuel can occur without the pilot's knowledge in the event of a loss of control.</p> <p>The majority of the approaches made by the Extra 300 / 200 is performed with a sideslip to the left, which is often maintained until a few metres above the ground. Transfer tests have shown that if such approaches are made with the fuel selector lever in the 'WING TANKS' position when there is a small amount of fuel in the wing tanks, this can pass quickly and in its entirety to the left-hand side and cause a loss of fuel supply to the engine.</p>
<b>Safety recommendation</b>	<p>With the aim of reducing the risk of a loss of fuel supply, operators should assess the benefits of using the wing tanks during aerodrome circuits, compared to the risk of forgetting to change the position of the selector lever to 'CENTRE (ACRO) TANK' prior to landing.</p>
<b>Investigation report concerning the safety recommendation</b>	<u><a href="#">Rapport final</a></u>