

Maintenance for Continued Airworthiness

O Rings: All fuel sample drains depend on the integrity of their internal rubber O rings. All rubber parts of the fuel system are subject to gradual deterioration and should be replaced periodically to avoid leaks. The use of Automotive gasoline increases the potential for rubber deterioration and leaks. Removal and replacement of O rings in the MT-101 belly drain must be accomplished by an FAA authorized mechanic.

Daily: The belly drain STC includes a requirement that fuel be sampled from the belly drain prior to each flight, and due diligence requires that the pilot make a visual inspection of the belly drain fitting as part of the preflight inspection. If fuel staining or other evidence of leaks are observed, service the belly drain fitting by replacing the O rings or fuel sample drain assembly prior to flight.

Annually: Due diligence requires inspection of all rubber parts of the fuel system, any part exhibiting cracking, evidence of staining or leaks must be replaced prior to flight. Make a visual inspection of the belly drain fitting as part of the annual or 100 hour inspection. If fuel staining or other evidence of leaks are observed, service the belly drain fitting by replacing the O rings or fuel sample drain assembly prior to flight.

Parts: The MT101 belly drain uses a SAF-Air Products Inc. FAA/PMA fuel sample drain, Part # CAV-110 (formerly CAV-160D). The O rings used in this assembly are size #2-006, and may be replaced by any brand of FAA/PMA O ring that meets the MS29513 fuel specification.

Manufacturer:
SAF-Air Products Inc
32839 Manor Park Drive
Garden City, MI 48135
734-522-5735

STC Holder:
The Cessna 150-152 Club
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