

PILOT OPERATING PROCEDURES-PREFLIGHT FUEL SYSTEM CHECK

Fuel sampling: Fuel strainer, wing tank and reservoir quick drains.

1. Place a suitable container under the fuel strainer drain outlet prior to operating the strainer drain control for at least 4 seconds. Check strainer drain closed

2. Inspect the fluid drained from the fuel strainer and each wing tank quick drain for evidence of fuel contamination in the form of water, rust, sludge, ice or any other substance not compatible with fuel. Also check for proper fuel grade before the first flight of each day and after each refueling. If any contamination is detected, comply with 4 below.

3. Repeat Steps 1 and 2 on each wing tank quick drain.

4. If the airplane has been exposed to rain, sleet or snow, or if the wing fuel tanks or fuel strainer drains produce water, the fuel reservoir(s) must be checked for the presence of water by operating the fuel reservoir quick drains. The airplane fuel system must be purged to the extent necessary to insure that there is no water, ice or other fuel contamination.

NOTE 1: The fuel reservoir(s) are located under the fuselage between the firewall and forward door post on all airplane models. Consult the Pilots Operating Handbook or Owners Manual in order to determine if one or two reservoir(s) are installed.

NOTE 2: A check for the presence of water using the fuel reservoir quick drains prior to the first flight of each day is considered good operating practice.

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## PILOT OPERATING PROCEDURES - PREFLIGHT FUEL SYSTEM QUANTITY CHECK

The following procedures are to be used on certain Cessna 210, P210, and T210 series airplanes whenever more than 75 gallons of fuel are needed for range and reserve.

**1.** Verify that the airplane is level laterally and is approximately 4.5 degrees nose up (normal nose strut on a level surface).

**NOTE:** The airplane turn and bank instrument may be used to check leveling.

**2.** Visually inspect each fuel tank for fuel level with the upper wing surface when full fuel capacity is intended to be in each tank.

**3.** Check each fuel cap and seal for security and wing surface for a lack of fuel stains aft of each fuel cap.

**NOTE:** It is highly recommended that the wing tips and flap trailing edges are checked during flight for evidence of fuel siphoning.