

BULLETIN ADDENDUM

AAIB File: EW/G2001/09/32
Aircraft Type and Registration: Gardan GY80-180, G-AWAC
Date & Time (UTC): 29 September 2001 at 1712 hrs
Location: Compton Abbas Airfield, Wiltshire
Information Source: Aircraft Accident Report Form

AAIB Bulletin No 2/2002, page 19 refers

Since the publication of the above report, which appeared in AAIB Bulletin 2/2002, AAIB has become aware of the existence of a Socata Service Bulletin (SB), No 28 dated November 1967. This indicated the possibility of air entering the fuel lines in the event of one tank becoming empty, with the fuel cock selected to “Left + Right” for aircraft equipped with two fuel tanks, and “Left + Right + Rear” for aircraft fitted with the optional rear tank. The Service Bulletin effectively prohibited the use of these fuel cock selections by obscuring the indicating marks with either tape or a screwed-on plate. All the detented positions of the fuel cock remained available however.

The SB applied to all aircraft up to serial no 196. Since the serial number of G-AWAC, which was fitted with a rear tank, was 234, the SB should have been embodied at build. However, it would appear that any tape or plate has become detached at some point. The aircraft owners were unaware of the Service Bulletin.