ANTILLES AIR BOATS, INC. SEAPLANE RAMP . VETERANS ORIVE . ST. THOMAS . U. S. VIRGIN ISLANDS OOBOI . PHONE 774-1778

To:

All Pilots

To:

During the course of the recent investigation concerning the ditching of N-703A,

The course of the recent investigation were discussed.

The course of the airplane fuel system were a long the course of the airplane fuel system in the tanks over a long the course of the airplane fuel system were discussed. During the course of the recent investigation concerning the ditacetain malfunctions of the airplane fuel system were discussed. During the functions of the already in the tanks over a long period of certain malfunctions of the equalization in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the already in the tanks over a long period of the certain malfunctions of the certain malfunction malfunctions of the certain malfunction malfuncti It is possible for a This is the engineering diagnosis.

This is impossible because of a ground time.

ground transfer in flight is fuel selector valve is impossible because of a ground transfer in flight is fuel selector.

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fight is impossible. This is impossible because of the fuel transfer in flight is fuel selector valve is impossible because of the faulty installation of the fuel selector.

c. Faulty installation.

c. design of the unit.

design of the whas been brought to light because of our present procedure, and too easily go unnoticed by the light because of our present procedure.

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The important item has been brought been brought to light because of our present pr design of the de A most important item has could develop and too easily go unnoticed by the list that a fuel malfunction could develop and too easily go unnoticed by the or that a fuel malfunction could develop and too easily go unnoticed by the list is the one of the formal pump. This is due to the fact the processing the first pump. This is due to the fact the processing the fights after the initial pump. It is that a fuel mailtain. With the fuel crossieed valve in the UN position for you could have an undetected with and maintenance crew. With the fuel crossieed you could have an undetected pilot and maintenance crew. In the fuel crossieed you could have an undetected that we subsequent flights after the initial morning run-up, you could have an undetected that we subsequent flights after the initial morning run-up, you could have an undetected would be a subsequent flights after the initial morning run-up, you could have an undetected with the fuel crossied you could have an undetected with the fuel crossied you could have an undetected with the fuel crossied you could have an undetected with the fuel crossied you could have an undetected you could have an undetected with the fuel crossied you could have an undetected you could have an undetect pilot and middle the initial morning run-up, you could nave an undetect that we subsequent flights after the initial morning. This is due to the fact that we failure of the left engine driven fuel pump. This starting procedure would concern failure of the left engine first. This starting procedure would concern the right engine first. subsequent the left engine driven fuel pump. This starting procedure would conceal a failure of the left engine first. This starting procedure would conceal a laways start the right engine first. The fuel pump because of fuel pressurization from the right engine of the left fuel pump because of fuel pressurization from the right engine of the left fuel pump because of fuel pressurization from the right engine for the left fuel pump because of fuel pressurization from the right engine for the left fuel pump because of fuel pressurization from the right engine for the left fuel pump because of fuel pressurization from the right engine for the left fuel pump because of fuel pressurization from the right engine for the left fuel pump because of fuel pressurization from the right engine for the left fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization from the right engine fuel pump because of fuel pressurization fuel pump because fuel pump because fuel pump because fuel pump b failure of the left fuel pump because of fuel pressurization from the right fuel failure of the left fuel pump because system. pump being maintained by the crossies starting of the engines with the fuel cross-pump being maintained by the crossies starting of the engine driven fuel pump It has been suggested that alternative a failure of the engine fuel pump

It has been suggested that alternative statutes of the engine driven fuel pump, feed in the ON position would show up a failure of the same fuel pump only on feed in the ON position would show up a to checks the same fuel pump only on the same fuel pump only on the same fuel pump. It has been sold show up a rarrure of the same fuel pump only on every feed in the ON position would show up a tarrure of the same fuel pump only on every this procedure needs beefing up because it checks the same fuel pump only on every other flight.

The only positive procedure is to make each start with the fuel crossfeed valve in the only positive procedure is to the ON position at some time prior to take the only position and then turn it to the ON position and then turn it to the ON position and then turn it to the only position at some time prior to take the only position and then turn it to the only position at some time prior to take the only position and then turn it to the only position at some time prior to take the only position and then turn it to the only position at some time prior to take the only position and then turn it to the only position at some time prior to take the only position and then turn it to the only position and the only position at the only position and the only position at the only position at the only position and the only position at the only position a

The only positive procedure is to make each sould not some time prior to takeoff the OFF position and then turn it to the ON position at some time prior to takeoff the OFF position and then turn it to wait until you are in the water and ready for the orr position and ready for the orresponding the crossfeed ON. Also, this is not even a good in the description the crossfeed ON. Also, this is not even a good in the crossfeed ON.

- However, it is not necessary to wall until you this is not even a good idea because takeoff before turning the crossfeed ON. Also, this is not even a good idea because takeoff before turning the crossfeed ON. Also, this is not even a good idea because takeoff before turning the crossies of the fuel pressure gauges while taxiing. So you do not have the time to monitor the fuel pressure in close proving the state of the fuel pressure gauges while taxiing in close proving the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the fuel pressure gauges while taxiing the state of the state of the fuel pressure gauges while taxiing the state of the you do not have the time to monitor the crossfeed should be ON before tout you could possibly have an engine rather should be ON before taxiing. This ramp or seawall. For this reason the crossfeed should be ON before taxiing. This ramp or seawall. For this reason the If you have an inoperative fuel pump, it procedure will not take any extra time. If you have an inoperative fuel pump, it procedure will not take any entry the engine (the fuel pressure will not come will show up immediately when you start the engine (the fuel pressure will not come will show up immediately when you start the engine (the fuel pressure will not come will show up immediately when you come up, but the engine will continue to run until it has used up the fuel that you have
- 6. In addition, an alternate engine starting procedure would make a check of the same fuel pump at least every other flight in the event that the fuel crossfeed valve was inadvertently left ON for the engine starts.
- 7. Any doubt about the operation of your fuel pumps can also be checked en route by shutting off the crossfeed valve and carefully observing fuel pressure, being on the alert to turn the crossfeed valve back on at the moment of detecting a drop in fuel pressure.
- 8. The above procedure will be outlined in Pilot Bulletin No. 5.