

# SERVICE BULLETIN



REPUBLIC AVIATION CORPORATION  
FARMINGDALE, LONG ISLAND, NEW YORK  
SERVICE DEPARTMENT

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**MANDATORY CHANGE**

SERVICE BULLETIN NO. 23

## CHECK YOUR FUEL

In order to eliminate the possibility of power failure due to fuel starvation, operators are requested to have their fuel quantity gages periodically checked for accuracy and when using a dipstick to visually check the quantity of fuel in the tank (and) to do so only when the engine is inoperative (shut down).

Disregarding all standard operating procedures and the "EXTERIOR CHECK (PREFLIGHT)" instructions contained in the SEABEE OWNERS MANUAL with reference to visually checking the quantity of fuel in the tank, some operators have checked their fuel with a dipstick while the engine is running. Not only is this an improper procedure from the viewpoint of safety owing to the close proximity of the propeller but, it is possible by so violating all normal rules of both airplane operation and common sense, to receive an incorrect reading due to the by-passed fuel which is returned to the tank from the engine driven pumps.

It is also possible, under certain atmospheric conditions, for fuel vapors to condense on the tank cover plate and to result in a false fuel level reading if the dipstick is inserted with the calibrated side appearing on top.

It is suggested that the enclosed decal be applied, in the vicinity of the fuel tank filler neck, which reads as follows:

### "WARNING"

DO NOT CHECK FUEL WITH ENGINE RUNNING  
OR WITHIN FIVE MINUTES AFTER SHUTDOWN.  
ALWAYS INSERT STICK WITH CALIBRATED SIDE  
FACING GROUND.

W. H. Ehmann  
Service Manager

If you have sold your airplane, please forward this Bulletin to the present owner.