



INSPECTION CHECKS

**APPLICABLE TO THE INSPECTION OF LAA AIRCRAFT FITTED WITH JABIRU 3300A ENGINES TO CHECK SUITABILITY FOR USE OF E5 UNLEADED MOGAS
NOT APPLICABLE TO JABIRU J400 or J430 AIRCRAFT**

**LAA/IC-ULM-
JAB3300A
Issue 8**

A/C Type:

Reg:

Engine Model:

This checklist is to be completed by a suitably approved LAA inspector. LAA inspectors are only acceptable for carrying out this task if their LAA approval includes the ability to carry out LAA Permit renewal inspections on the aircraft concerned.

This checklist should be used in conjunction with TL 2.26. Check the web site for the latest issue.

Item	Description	Inspector's Signature
1	Check that engine type is one of those listed below: Jabiru 3300A.	
2	Check that the engine's fuel system is installed in accordance with the Jabiru build manual:	
	Fuel tank	
	Vent	
	Fuel pipe / selector	
	Electric fuel pump.	
	Fuel filter	
	Fuel filter (finger strainer) situated in each tank.	
	Fuel tank fitted with provisions for draining.	
	Fuel pipe material fire-resistant and correct bore. For fuel flows up to 24 litre/hr 5mm diameter bore fuel pipe may be used. (6mm preferred).	
3	Check that the installation is configured in such a way as to make vapour-lock problems unlikely, in particular:	
	Fuel pipes not routed adjacent to hot components (metal heat shields may help).	
	No 'S bends' (local high-points and low-points) in fuel pipe runs which will tend to trap vapour bubbles.	
4	Check that the engine is fitted with a cylinder / piston / shim combination giving a compression ratio (CR) of 8.0:1 or less. Engines with S/nos. 1 to 223 with shims between their cylinder barrels and the crankcase have a CR of 7.8:1 while those with no shims have a CR of 8.3:1. and must have their combustion chambers modified in accordance with Jabiru Service Letter JSL 007-4 (check for later issues) if Mogas is to be used (see also Jabiru document 'Installation of shims to cylinder bases - Jabiru engines'). Engines with S/nos. 224 and later have a CR of 8.0:1 and were supplied with combustion chambers that are suitable for use with Mogas.	

Item	Description	Inspector's Signature
5	Check that fuel tanks are not treated with a 'sloshing sealant' likely to chemically detach from the tank inner surface and block fuel outlet. If in doubt, test over two-week period and check condition.	
6	Check that fuel system components such as rubber or plastic pipes, seals in fuel cocks, sight gauge tubes, fuel tank floats, filters, etc, are not made of a material likely to be chemically attacked by E5 unleaded fuel. Any fuel system components manufactured for the automotive industry since around 1990 are likely to have been made compatible with E5 unleaded fuel. If in doubt, test components in a jam jar of fuel and observe results after appropriate period (two weeks).). For Jabiru airframes refer to JSL 7 for important details of tank compatibility issues with mogas fuel containing ethanol.	
7	Check carburettor ice protection provisions, heat muffs, carb heaters etc. If reliance is placed on 'undercowl temperature' for carb ice protection, ensure that under cowl temperatures are not being accidentally reduced due to loose or worn baffles, air seals etc.	
8	Check that fuel level is visible in the fuel tank. Unleaded fuel, being almost clear in colour, may be hard to see if the glass fibre tank has become stained with age, in which case the tank must be replaced or an alternative form of fuel gauge fitted.	
9	Carry out engine ground run using unleaded Mogas fuel to BS EN 228, 95 RON (Min) and check that running and instrument indications are normal. Mixture strength should not need adjusting. Note that it is normal to find a slightly different grey exhaust pipe deposit with unleaded fuel than with leaded fuel which may give a false impression of changed mixture strength. Check fuel system for leaks and filter(s) for contamination	
10	Fit cockpit placard regarding E5 unleaded Mogas fuel use (available from LAA).	
11	Fit placard adjacent to each filler specifying: 'E5 Unleaded Mogas BS EN 228, 95 RON (MIN)'.	

After completion, this checklist is to be signed, dated and stapled into the aircraft's airframe logbook, together with a copy of TL 2.26. The inspector is to add declarations in the engine and airframe logbooks stating:

'This aircraft/engine has been checked in accordance with the procedures in TL 2.26 and may be run on unleaded petrol to BS EN 228, 95 RON (MIN) containing no more than 5% ethanol in accordance with the special operating procedures and operating limitations contained in TL 2.26'.

DECLARATION BY LAA INSPECTOR

I declare that the aircraft, registration **G-**_____, has been checked against items 1 to 11 listed above and has been found to comply in all respects.

Name:	Signed:	Insp. No.:	Date:
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