



# Interagency Aviation TECH BULLETIN



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**NUMBER:** IA 08-03  
**DISTRIBUTION:** All Aviation Users  
**SUBJECT:** Aircraft Fuel Sampling

Because of the variation in fuel systems, you should become thoroughly familiar with the systems that apply to your aircraft. Consult the AFM, RFM, or POH for specific operating procedures.

The fuel strainer/filter and tank sumps should be drained before each flight. Fuel samples should be checked visually for water and contaminants. Use the clean and bright test. Remember, bright is dry.

Fuel (10 oz or more) should be drained from the fuel strainer/filter quick drain and from each fuel tank sump into a transparent container, and then checked for dirt and water. When the fuel strainer/filter is being drained, water in the tank may not appear until all the fuel has been drained from the lines leading from the tank to the strainer/filter. Drain enough fuel from the fuel strainer/filter to be certain that fuel is being drained from the tank. The amount will depend upon the length of fuel lines from the tank to the drain. If water or other contaminants are found, drain further samples until no trace is found.

Don't forget the maintenance condition of the quick drains. If it leaks or sticks, get it repaired. If you cannot get a sample, it is an indication of blockage from an unknown source. Don't fly the aircraft and investigate.

Have a nice day and fly safe.

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