
Subject: Actual fuel quantity

Posted by [TjYak50](#) on Mon, 28 Jul 2014 21:05:48 GMT

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What is everyone's actual past experience with the following?

- * 15G Outer Tanks... I only ever seem to get 12 or 13 in them.
- * Main tank capacity... By reference to cockpit gauge I get a little more than 154
- * Foxboro accuracy? And is there an adjustment tweak for it?

Tj

Subject: Actual fuel quantity

Posted by [Anonymous](#) on Mon, 28 Jul 2014 21:10:00 GMT

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Hi .

I am with the understanding that the Foxboro is very accurate with only a small error margin in your favor

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Subject: Re: Actual fuel quantity

Posted by [TjYak50](#) on Mon, 28 Jul 2014 21:17:05 GMT

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Anacondads--- via Mu2listHi .

I am with the understanding that the Foxboro is very accurate with only a small error margin in your favor

That matches with what I've seen so far.

Subject: Actual fuel quantity

Posted by [Anthony Wolf](#) on Mon, 28 Jul 2014 21:17:30 GMT

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I have recently noted that more fuel can be gotten into the mains after the tips and outers are full - perhaps an even keel kind of issue. I also usually have the line fueler double check all main and outer levels. Usually get another 5-10 gallons in.

Have found Foxboro totalizer +-2 gallons with fuel truck. When variance is greater (Fox > truck) I suggest that all inner and main tank levels be rechecked.

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Subject: Actual fuel quantity
Posted by [Dennis Wolf](#) on Mon, 28 Jul 2014 21:28:20 GMT
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Sometimes the others don't empty completely. Happened to me a few times.

Subject: Actual fuel quantity
Posted by [Anonymous](#) on Mon, 28 Jul 2014 21:35:57 GMT
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I've seen the same on the outers on the 15gal variety, my 35 gal outers seem to drain fully. Always had very good accuracy on the foxboro.

Subject: Actual fuel quantity
Posted by [Dave Klain](#) on Mon, 28 Jul 2014 21:42:13 GMT
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I've found my 35 gal outers to hold about what they should and that the fuel totalizer is scary in how accurate it is. I do find that if they fill the main tank with one hose, they will fill one side until full, then fill the other but that if they don't wait a bit (or check the first side again) they may not get the full amount in (presumably as the fuel is settling and leveling off between the three compartments in the main fuel tank. That said, it is never more than 5-10 gal they can get in so unless I am really worried about max fuel, I don't sweat it because my general rule of thumb is to land with at least 600 lbs of fuel on board. I do look at the main fuel tank gauge and see what it reads on power up and have a feel for what "full" looks like on the gauge (on all three gauges actually).

Dave

From: Mu2list [mailto:mu2list-bounces@mailman.mu-2aopa.com] [b]

Subject: Actual fuel quantity
Posted by [Scott Dann](#) on Mon, 28 Jul 2014 22:16:39 GMT
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Tom and others,
My experience is identical: 12-13 out of outers, 155 or a bit more out of mains and my Foxboro is scarey accurate.
Scott Dann

From: "Johnson, Tom" <tomjohnson@cox.net>
To: mu2list@mailman.mu-2aopa.com
Sent: Monday, July 28, 2014 4:05:49 PM
Subject: [MU-2 list] Actual fuel quantity

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Tj

Tom Johnson
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www.airpowerinsurance.com

Subject: Actual fuel quantity
Posted by [TjYak50](#) on Tue, 29 Jul 2014 16:52:48 GMT
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Thanks for all the good replies.

We have new fuel reconciliation scheme so all 3 operators can fairly account for fuel used which is surprisingly complex.

My gut tells me the Main can hold a little more than advertised, the Outers a little less and the tips about spot-on.

Tj

Subject: Actual fuel quantity

Posted by [Dave Klain](#) on Tue, 29 Jul 2014 16:54:36 GMT

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Why not just go with the amount used based on the fuel totalizer? That way what tank(s) the fuel came from or went into is irrelevant. Fuel usage is fuel usage based on totalizer...

Dave

Subject: Actual fuel quantity

Posted by [TjYak50](#) on Tue, 29 Jul 2014 17:05:52 GMT

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Well... math is an issue sometimes. One error gets compounded and it always seems to be in the wrong direction. We have been datalogging fuel for the last month in multiple ways to see what is most accurate. By math, totalizer, and gauge observation.

We have 3 operators and one fuel farm account. Effectively we consider the fuel in the tanks = fuel in the ground. Its all just inventory. An operator could return the plane with more or less than he left and his individual fuel allocation could go down or up based on this. We don't refuel after every flight just so the next operator has a chance to choose his own fuel load.

After a few more flights we will have a good read on the respective accuracy for our accounting and I will report back.

TJ

Subject: Actual fuel quantity

Posted by [Dave Klain](#) on Tue, 29 Jul 2014 17:11:04 GMT

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Sounds like fun...Glad I don't have to deal with it.
