

TECHNICAL TIPS:

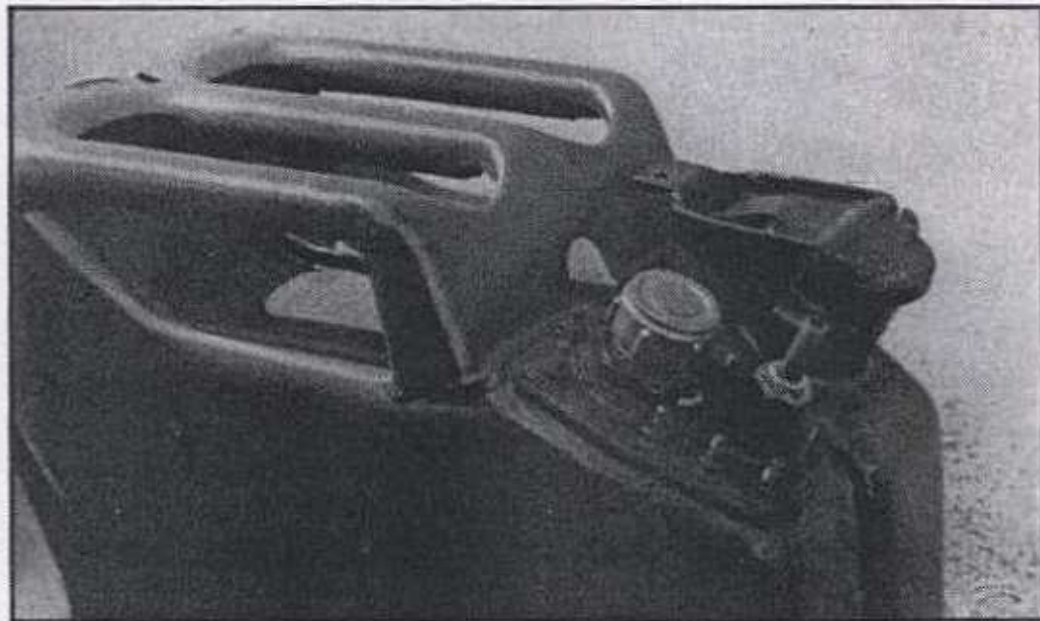
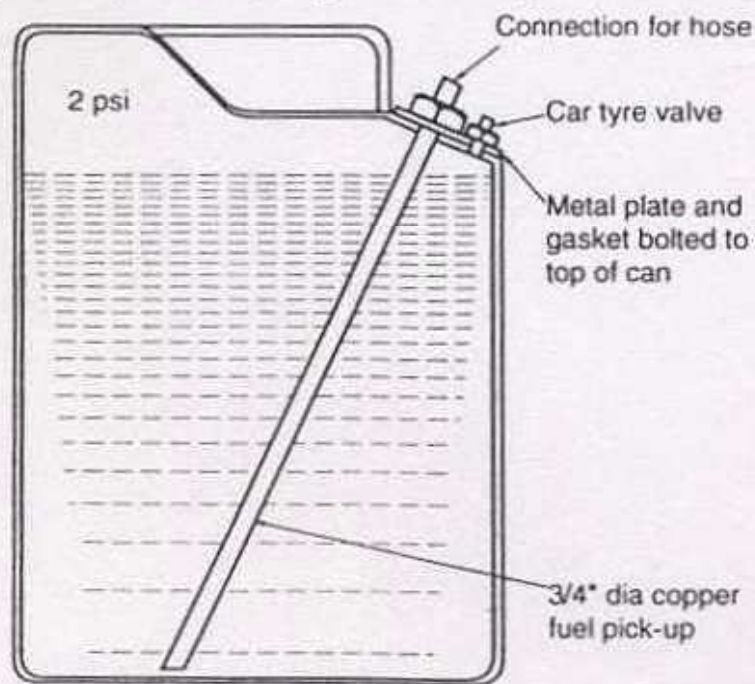
Refuelling from Jerry Cans

by Peter Gronow

Transferring fuel from a Jerry can to an aircraft can be both physically awkward and risky, as it is usually necessary to hold the can at arm's length whilst standing on a pair of steps.

I have adopted the following method for re-fuelling my Boredom Fighter, where the filler cap is on the cowling top and partially under the leading edge of the upper wing.

A small plate has been fitted to the flat space adjacent to the filler cap on a standard Jerry can. This plate accommodates a



schraeder valve and a $\frac{3}{4}$ " dia copper pipe which extends down to the bottom of the can (see diagram). By pressurising the space above the fuel by means of a car foot pump, fuel is pumped from the copper pipe via a flexible hose to the aircraft tank.

The flexible hose has a tap fitted at the nozzle end so that the flow can be checked when required. Pressure in the Jerry can is released by opening the filler cap. Earthing facilities as described by Jim Wills in the May/June '88 *"Popular Flying"* complete the set up. All glands and connections are standard plumbing fittings from the local DIY store.

It takes about 4 minutes to transfer the contents of the can to the aircraft. The flow is faster than will pass through the Chamois filter I always use. On completion the flexible hose is removed and capped and the can outlet closed with a screwed cap. The Jerry can is now available to be re-filled and carried on its side in the usual way in the boot of a car.

There you have it — safe, unless anyone can tell me otherwise, no hernias and no more dented cowlings!