

# MD – RA

Minister's Delegates - Recreational Aviation  
Représentants du Ministre - Aviation de loisir

Inspection Service

Service d'inspection

## FUEL FLOW REPORT

\_\_\_\_\_  
Aircraft registration

\_\_\_\_\_  
Name of signatory (print)

This functional test of the aircraft fuel system is required to ensure adequate fuel is constantly supplied to the engine in all flight attitudes. It also tests the integrity of the fuel supply circuit from fuel tank(s) to power plant.

Note : *The complete fuel tank system of ventilation must be tested before performing the fuel flow test to ensure that leakage and /or obstructions are not falsifying the fuel flow results or cause an accident in the future.*

*The complete fuel tank ventilation system has been tested and no leakage and / or obstruction has been detected.* (O)

This test must be carried out on both gravity and pump systems, with all fuel lines and fittings airworthy. The quantity of fuel in the tank may not exceed the unusable fuel supply plus that quantity necessary to perform the test.

*Gravity systems.* The fuel flow rate must exceed 150 percent of the takeoff fuel consumption of the engine.

*Pump systems.* The fuel flow rate must exceed 125 percent of the takeoff fuel consumption of the engine.

The builder must ensure that the test results meet or exceed the requirements of **CAR 523.955 Fuel Flow (a), (1), (2), (3), (4), (b), (c) and (1)** while accurately reflecting the fuel flow capability of his aircraft. If a large discrepancy exists between the test results and the fuel flow capability of the aircraft, it may be an indication of a hidden flaw in the aircraft fuel system. The builder must repeat the fuel flow test until the result is a credible and accurate reflection of the fuel flow capability of the aircraft.

For this test, the aircraft should be positioned in the MAXIMUM ANGLE OF CLIMB and only have the minimum fuel as per the weight and balance report. (MD-RA Form C17E).

Note: *In the past, this report has identified defects such as: dirt lodged inside fuel lines, fuel valves and gascolators with restricted ports, incorrect diameter fuel lines, and faulty electric pumps.*

Method

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\_\_\_\_\_

Results

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\_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
yyyy-mm-dd

Signature \_\_\_\_\_