

Team,

I want to take this opportunity to again emphasize the importance of proper fuel management in the 172, 35434. 434 is placarded that when flown above 5,000 ft the plane is **not** to be flown with the fuel selector on both tanks but instead the tanks switched between left and right. Failure to follow the directions have lead to rough running and even engine failure due to fuel exhaustion.

Keep in mind that with the summer heat and density altitude it is quite possible that you are at this altitude while climbing out on takeoff from any of the High Desert airports. Upon reaching 5,000 ft, the PIC is responsible for then switching tanks every 30 minutes with the observer also monitoring and ensuring timely changes. If you do not use a method such as 'top of the hour to bottom of the hour right side, bottom of the hour to top of the hour left side' then switching times and position should be recorded to ensure tanks have been properly alternated. When descending below 5,000 such as to pattern altitude, the fuel selector is to then be placed on "both" with a verbal call out for the other crew member.

If your chase mission involves multiple ascents and descents, pattern work, especially on hot days or other high demand the recommendation is to continue switching tanks as to not risk fuel starvation. In addition, if you do encounter problems in flight immediately go off "both" to the right tank or if alternating tanks, back to the previous tank.

Any questions please let me know,
George

July 14, 2016