

## Safety Notice SN-15

Issued: Aug 83 Rev: Jun 94

### FUEL EXHAUSTION CAN BE FATAL

Many pilots underestimate the seriousness of fuel exhaustion. Running out of fuel is the same as a sudden total engine or drive system failure. When that occurs, the pilot must immediately enter autorotation and prepare for a forced landing. Refer to Section 3 of the Pilot's Operating Handbook under Power Failure. If autorotation is not entered immediately, the RPM will rapidly decay, the rotor will stall, and the results will likely be fatal. Serious or fatal accidents have occurred as a result of fuel exhaustion.

To insure this does not happen to you, observe the following precautions:

- 1) Never rely solely on the fuel gage or the low fuel warning light. These electromechanical devices have questionable reliability in any airplane or helicopter. Always record the hourmeter reading each time the fuel tanks are filled.
- 2) During your preflight:
  - a) Check the fuel level in the tanks visually.
  - b) Be sure the fuel caps are tight.
  - c) Drain a small quantity of fuel from each tank and the gascolator to check for water or other contamination.
- 3) Before takeoff:
  - a) Insure that the fuel valve is full on.
  - b) Be sure guard is placed on mixture control.
  - c) Plan your next fuel stop so you will have at least 20 minutes of fuel remaining.
- 4) In flight:
  - a) Continually check both hourmeter and fuel gages. If either indicates low fuel, LAND.
  - b) Always land to refuel before the main tank fuel gage reads less than 1/4 full.
  - c) NEVER allow the fuel quantity to become so low in flight that the low fuel warning light comes on.