

Fuel Tank

Again, because of vibration, a few precautions are taken when assembling your fuel tank. We used a Du-Bro 32-ounce tank. A gas stopper is required and large-sized soft brass and tygon fuel tubing is used.

This system will use only two lines: a vent line and the engine pickup line. A “T” fitting with a fueler line is placed in the pickup line for fueling. Setting up a gas engine fuel system is a little different than a glow engine. There is no pressure line to the tank.

Since the carburetor has its own pump, the tank needs to have an open vent line during operation. I like to use a B&B Specialties fitting so that I can seal the vent during transportation and storage. The fill line terminates with a machined aluminum "fuel dot" fitting that fits snugly into the fuselage during flight and is easily accessible for fueling.

For the clunk line inside the tank, solder a Du-Bro fuel barb on to the soft brass tubing. I have had fuel lines come off inside the tank from vibration. The fuel barb and a nylon tie eliminate that problem. We used the clunk that came with the Du-Bro tank.

Another problem solver is a machined-aluminum fuel tank cap from S.W.B. The cap eliminates the problem that plastic caps have of collapsing when tightened too far. I use a small nylon tie strap at every fuel connection. With a gas airplane, it's a good idea to change out your fuel tubing every year, especially inside the tank. It can get stiff and brittle.

