

OLYMPUS  
SECTION 21  
DEFUELLINGWARNING

It is imperative that the distribution of the fuel load be correct during all stages of the defuelling programme, therefore, the following instructions must be adhered to.

1. When defuelling bomb bay tanks the aft tank is always defuelled first.
2. Ensure that, when installed, both bomb bay tanks are drained of fuel before any attempt is made to defuel the main system tanks.
3. Before either No.1 or No.2 tanks are drained ensure that the No7 tanks are defuelled.
4. Before both No.1 and No.2 tanks are drained, No. 5,6 and 7 tanks must be drained.

Failure to comply with these instructions may result in incorrect distribution of the fuel load causing the aircraft to become tail heavy and overbalance.

Defuelling under normal circumstances is effected by attaching a bowser to the refuelling connections in each main-wheel bay and subject to restrictions, extracting fuel by suction. The maximum depression in the system, as indicated on the tanker gauge must not exceed 11 p.s.i., depression in excess of this figure is liable to cause tank collapse. When a greater flow of fuel is required, bowser suction and booster delivery may be used, in which case defuelling time will be considerably reduced. Under these conditions however, it is possible to create a servicing hazard by introducing air into the engine supply pipes, therefore, defuelling by means of bowser suction and booster pumps is discontinued as the fuel level in individual tanks reaches an indicated contents of 500 lbs. To defuel the main fuel system proceed as follows:-

1. Connect a ground electrical supply to the aircraft.
2. Connect the bowser to the ground refuelling points in the main wheel bays, ensuring that correct bonding is made.
3. Open the aircraft defuelling cocks.
4. Close the tank servicing cocks of No. 1 to 4 tanks.
5. Set the AUTO-MANUAL switch, on the retractable centre console to MANUAL.
6. Set the bowser to suck, switch No. 5, 6 and 7 tanks booster pumps ON and defuel the tanks to 500 lbs. indicated contents. As each tank reaches the 500 lbs. indicated contents, close the relevant tank servicing cock and switch the booster pump OFF

The No. 1 to 4 tanks are each defuelled to 500 lbs. indicated contents in a similar manner to No. 5, 6 and 7 tanks ensuring that, as each tank contents reaches the required level, the tank servicing cock is closed and the booster pump switched OFF.

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To defuel each tank from 500 lbs. indicated contents to the unusable fuel level, open all the tank servicing cocks and with no suction being exerted by the bowser, switch ON all tank booster pumps with the AUTO-MANUAL switch being at MANUAL.

When defuelling bomb bay tanks the procedure is much the same as that already described for the main system. When both tanks are installed in the bomb bay, the rear tank must always be defuelled first. To defuel the bomb bay tanks proceed as follows:-

1. Connect the tanker to the refuelling points in the main-wheel bays, bonding correctly
2. Connect a ground electrical supply to the aircraft.
3. Check to ensure that all main fuel system switches are OFF, and OPEN the aircraft cross feed cock.
4. Select BOMB BAY on the two switches located on the bomb bay system control panel (retractable console) and labelled BOMB BAY / MAIN.
5. OPEN the defuelling cock and set the AUTO-MANUAL switch to MANUAL.
6. Set the tanker to suck fuel from the bomb bay tanks, switch on the rear tank booster pump.
7. When the fuel level in the rear tank reaches 500 lbs. indicated contents, switch OFF the booster pump and CLOSE the manually operated ON/OFF cocks in the supply pipes at each side of the tank. Switch the front tank booster pumps ON until this tank also contains 500 lbs. indicated fuel contents

When the tank contents are equal, i.e. 500lbs. indicated, shut down the tanker suction and, with the rear tank manually operated cocks once more OPEN, continue defuelling both tanks using the booster pumps only.

On completion of defuelling; switch the booster pumps OFF, place the BOMB BAY/MAIN switch in the OFF position and CLOSE the defuelling cock. Unless required for other operations, the tanker and ground electrical supply can now be disconnected from the aircraft.

Note:- If the bomb bay tanks are to remain in the aircraft the manually operated ON/OFF cocks must be wire-locked in the OPEN position, i.e. in line with the fuel pipe.

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