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## Service Bulletin 11-9-13

**Date:** September 13, 2011

**Subject:** Fuel Tank Slosh Inspection

**Affected Models:** All

**Required Action:** Inspect for the presence and/or condition of fuel tank sloshing compound.

**Time of Compliance:** Before further flight

**Synopsis:** Van's has discouraged the use of fuel tank sloshing compounds since the early 1990s. However, some standard RV fuel tanks currently in service contain sloshing compounds applied by the original builder during assembly or after completion. While sloshing compounds have never been used during the initial assembly of QuickBuild tanks, these tanks may have subsequently had sloshing compounds applied by the owner. The safe service life of slosh can vary significantly depending on many factors including initial preparation of the interior of the tank, type of slosh, type of fuel used, etc. Failure of fuel tank slosh can cause in-flight power loss leading to injury or death. Periodic inspections should be performed to assure that slosh, if present, remains in airworthy condition.

Corrective Action:

If you are not the original builder of the fuel tanks or otherwise are not certain if fuel tank sloshing compound is present in the fuel tanks, complete the inspection described in **1)** below:

- 1)** Before further flight, visually inspect the interior of all fuel tanks to determine if sloshing compound is present. This can be done by removing the fuel caps and visually inspecting for the presence of slosh on the inside tank skins and/or ribs. The most common colors for the slosh are white and red, depending on the brand used. If any type of slosh or sealer is observed other than the dark gray polysulfide sealer (Proseal) used during initial tank assembly, perform the inspection described in **2)** and **3)** below. If no slosh is found, perform any normally scheduled inspections on the fuel system as required.

If sloshing compounds or non-polysulfide sealant are present in any fuel tank, perform the following inspections before further flight. Visual inspection of the interior of the tank(s) described in **2)** should be performed each time fuel is added to the tank. Entire fuel system inspection as described in **3)** should be performed before further flight and at intervals not to exceed 25 hours thereafter.

**2)** Visually inspect the condition of the slosh/sealer through the fuel cap opening. If any flaking, blistering or otherwise loose slosh or sealer is detected, the fuel tank should be removed from service until it can be repaired or replaced.

**3)** Inspect the entire aircraft fuel system including, but not limited to, all filters, screens, finger strainers, selector valves, fuel lines, gascolators, carburetors, injection servos and injector nozzles and lines for any contamination or obstructions. If any contamination or obstruction is found, corrective action should be taken to return the fuel system to an airworthy condition.

Contact Van's Aircraft with any questions concerning this service bulletin.

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