



## SERVICE LETTER 00070

**Date Released:** January 20th, 2023

**Date Effective:** January 20th, 2023

**Subject:** Optional Fitting for RV-12 Fuel Tank Inspection Hole

**Affected Models:** RV-12

All non-SLSA RV-12 aircraft and SLSA RV-12 aircraft with serial numbers from 12001 to 12074

**Required Action:** None (Optional)

**Time of Compliance:** None

**Supersedes Notice:** None

**Labor Required / SLSA Warranty Allowance:** 7.0 Hours

**Level of Certification:** SLSA: LSA Repairman Maintenance or A&P  
ELSA: Owner (certification not required)  
*Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.*

### Synopsis:

The RV-12 Maintenance Manual requires inspection and cleaning of the Fuel Strainer at Annual Condition Inspection or 100-hr Inspection intervals. The process (described in Chapter 13) requires the Fuel Strainer to be removed from the aircraft. For a flight school operation where 100-hour inspections are frequent, this service letter describes the addition of a fitting to the top of the tank to allow for easier inspection of the Fuel Strainer. Removal of the plug will allow a borescope camera to be inserted into the tank to inspect the fuel tank interior and Fuel Strainer.

### Materials Required:

The following materials are required to complete the steps necessary to achieve compliance with this Service Letter.

Qty	Part	Nomenclature
1	SL-00070-KIT	
1	MC-236-B1/2	Fuel Tank Sealant

**Method of Compliance:**

**NOTE: Refer to KAI Section 5, Section 37, and the RV-12 MM to supplement the instructions in this SL.**

Step 1: Drain fuel from fuel tank.

Step 2: Remove the T-1209 Res Sender Plate. Remove cured fuel tank sealant from the plate and the face of the tank.

Step 3: Reach inside and hold a rag beneath the forward left corner of the top fuel tank skin to catch shavings and debris from the following steps.

Step 4: At the location shown in Figure 1, use a step drill to drill a 9/16 hole in the top skin of the tank.

Step 5: Center the VA-210 Fuel Flange on the hole made in the previous step. See Figures 1 and 2.

Step 6: Match-Drill #30 the holes in the flange of the VA-210 into the top skin of the tank. Cleco the flange to the top skin as holes are drilled.

Step 7: Remove the VA-210 from the top skin and deburr the edges of the holes made in Steps 3 and 5.

Step 8: Remove the rag, then carefully clean any shavings and debris from the inside of the tank.

**NOTE: Refer to KAI Section 5.17 for information regarding the safe usage and application of fuel tank sealant.**

Step 9: Apply fuel tank sealant to the bottom face of the VA-210, then cleco in place. Spin the ends of the blind rivets called out in Figure 1 in fuel tank sealant, then rivet the VA-210 to the top face of the tank. Allow the sealant to cure as indicated in the instructions supplied with the sealant.

**NOTE: Refer to KAI Section 5.27 for information regarding the installation of fluid fittings.**

Step 10: Install the AN913-3D plug into the VA-210. Apply thread sealant to the plug pipe threads before installation.

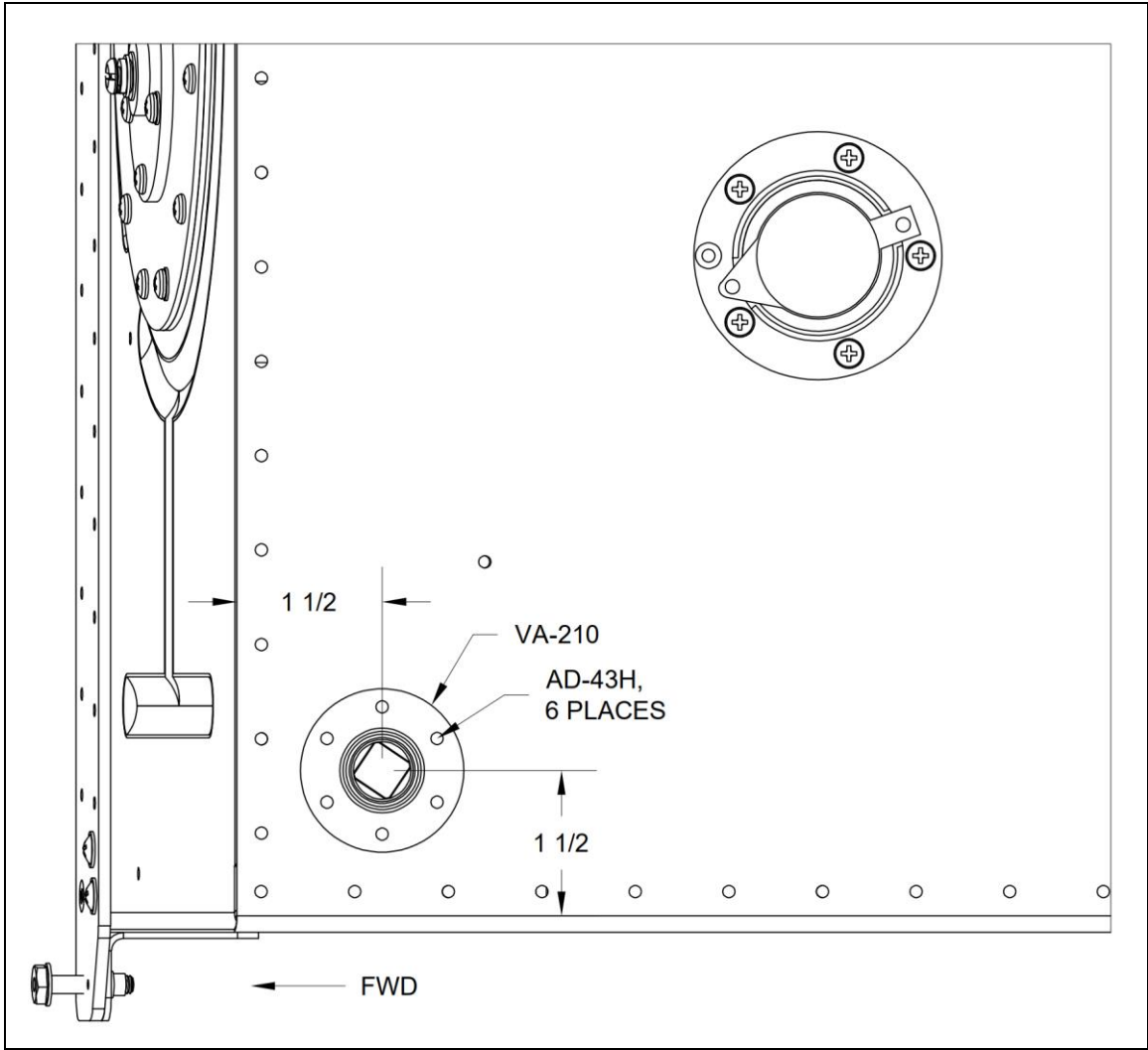
Step 11: Reinstall the T-1209 Res Sender Plate as described in KAI Section 37.

Step 12: Make a logbook entry indicating compliance with service document per the requirements of the controlling authority/agency.

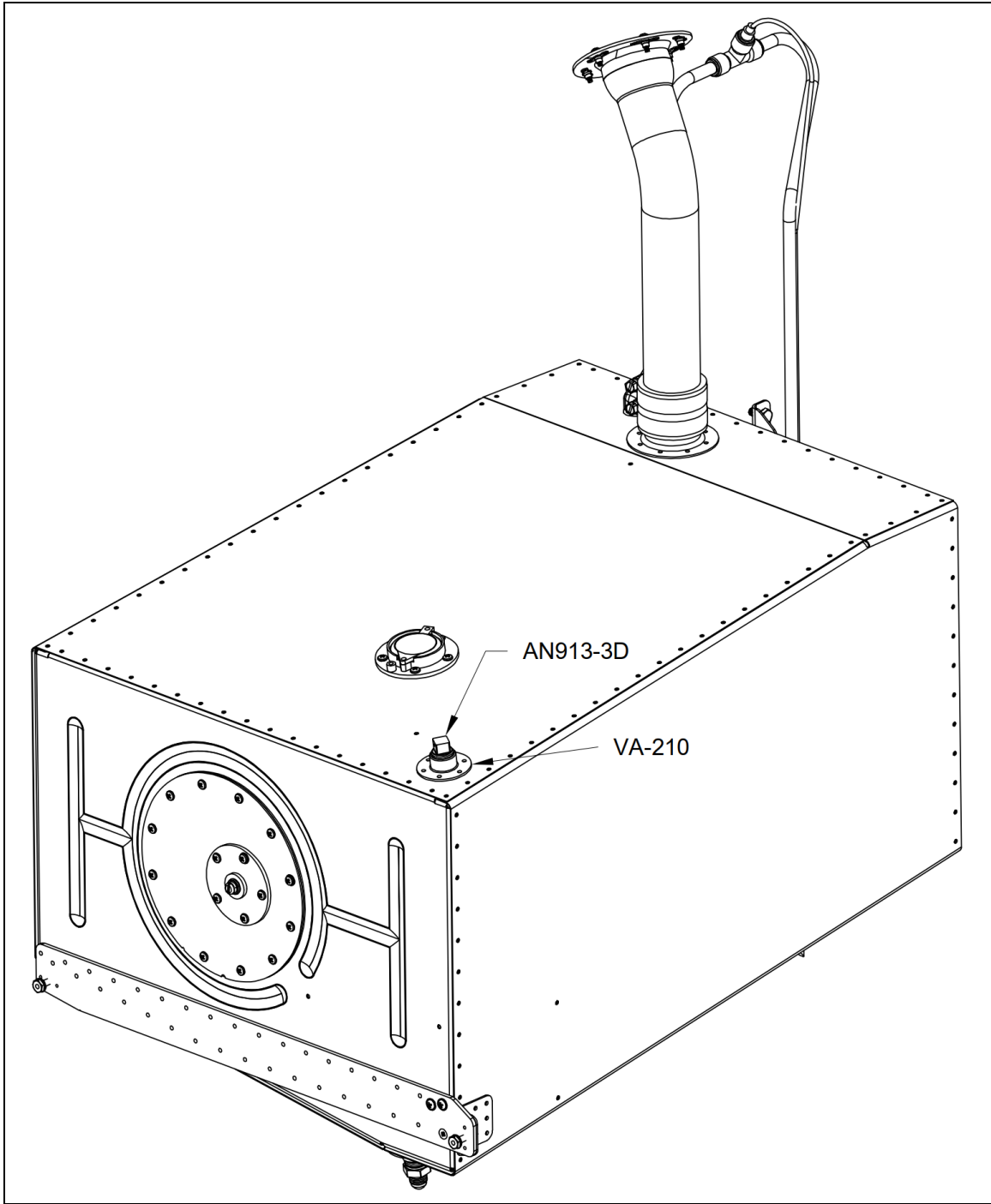
Place a copy of this notification in the back of the maintenance manual for your aircraft. Add the name and date of the service information to the Addendum Documents List at the front of the Maintenance Manual.

If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and immediately notify Van's Aircraft, Inc. via email at [registrations@vansaircraft.com](mailto:registrations@vansaircraft.com).

Information regarding establishing/transferring aircraft ownership, registration and licensing is available at: <https://www.vansaircraft.com/qr/transfer-of-ownership/>



**FIGURE 1: VA-210 POSITION**



**FIGURE 2:** FINAL MODIFIED TANK