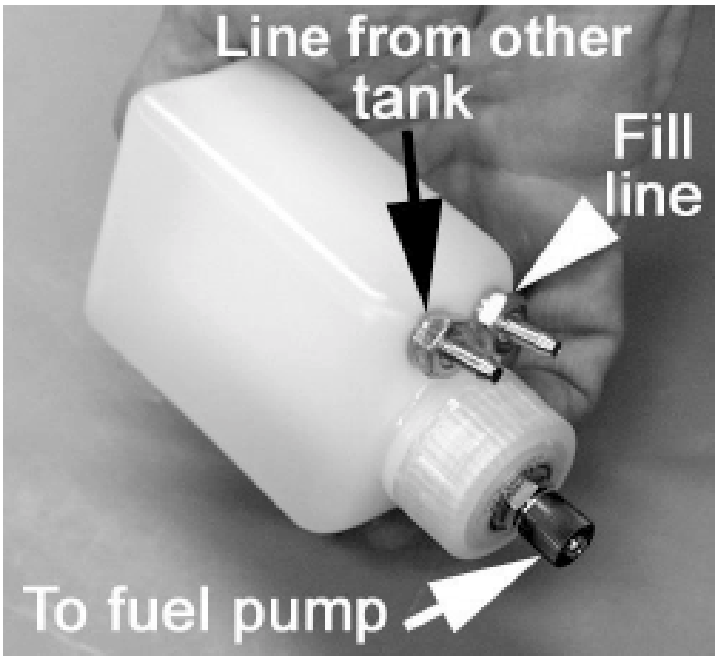
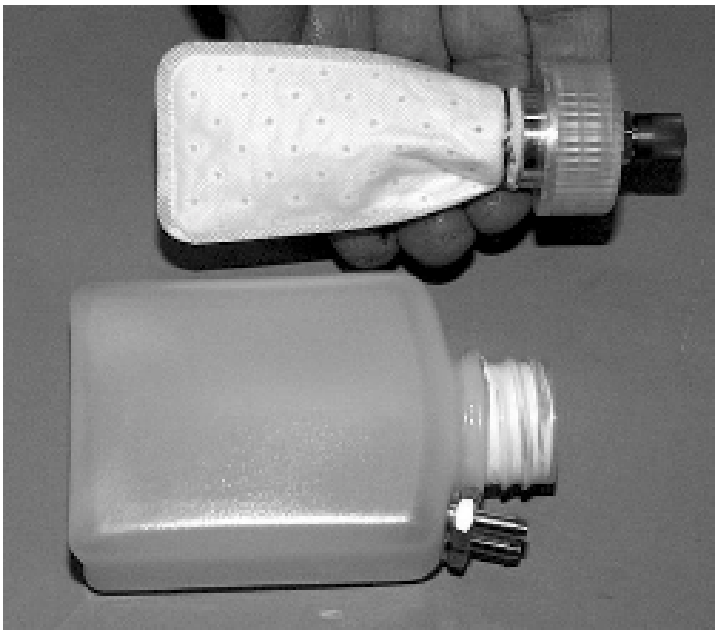
Ultimate Air Tank - U.A.T.

BVM #6044





This shows the proper orientation of the sack in the tank. It is best to not open the tank unnecessarily so as to not disturb this setting. Note the teflon seal on the bottle cap threads.

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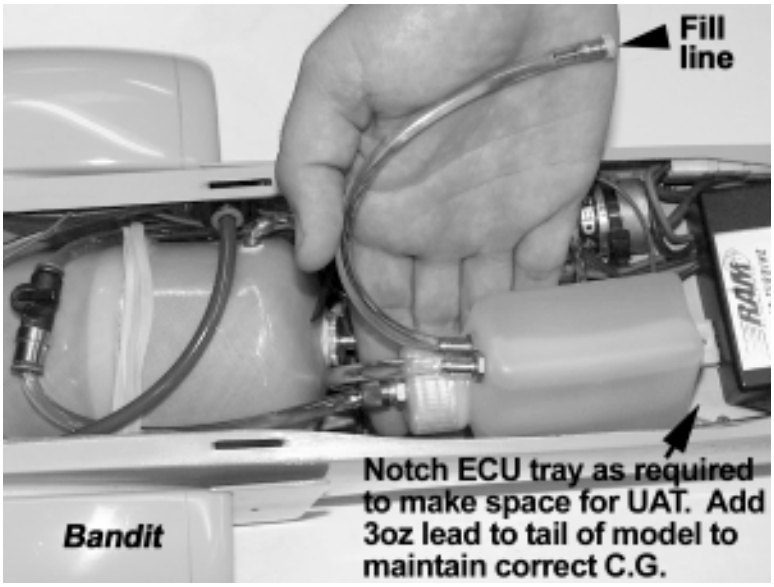
The UAT may be placed horizontally as shown in this Bandit installation.

The neck end of the bottle can can be oriented forward or aft. The U.A.T. can also be placed vertically in the model with the cap end up.

Note that a rotary on/off valve is located between the U.A.T. and the fuel pump.



- Close this valve upon engine shutdown.
- Be sure that it is closed during fuelling operations.
- Open valve just prior to engine start.
- Close immediately if engine start produces fire.

Fueling the System
main on/off valve closed

Fuel the entire system through the 3rd line in the U.A.T. It is normal that a small air bubble be trapped at the top of the U.A.T. It is normal for the U.A.T. to swell slightly during the pressure fueling process. Be certain to reinstall the fuel line plug.

First engine start with U.A.T.

The fuel sack in the U.A.T. that does all the work must first get totally saturated with fuel. It is normal for air to exit the U.A.T. to the pump on the first start and run up. Simply allow the engine to run at low power for about 1minute, then run it at full power to check that all of the air is cleared from the sack. Unless you run the system completely dry, this procedure is not necessary on future start-ups.

It is normal for the U.A.T. sides to suck in a bit during high power run-ups. Make a full throttle run up and check the size of the air bubble in the U.A.T. If it is increasing, this is indicative of an air leak in the model's fuel system prior to the U.A.T.

Defueling - If it is your normal practice to defuel the model at the end of the day, leave the fuel in the U.A.T. for easiest next start-up procedure. Of course, if the model is to air transported drain all of the fuel system completely.

Post Flight Check

The size of the air bubble in the U.A.T. after flight relative to the size of the bubble prior to flight indicates how much air the U.A.T. has trapped during aerobatic maneuvers. If the air bubble exceeds 1/4th the volume of the U.A.T. there may be a problem in the model's fuel system.

The U.A.T. will continue to deliver airless fuel to the pump as long as there is at least 1oz of fuel in it. The U.A.T. has been tested with Kerosene, gasoline and alcohol fuels containing some oil. It is designed to work with a pressure pump system.