

The Dyke Delta has one ~50gal fuel tank. My design has two pick-ups from the bottom of the tank, with the pumps located ~8" below the tank bottom. The pressurized line after the regulator runs along the bottom of the airplane, then rises to the top of the firewall inside the cockpit. The only fuel exposed to engine heat is the small portion in the 3/8" line that runs forward of the firewall, directly to the injectors. Any heat-vaporized fuel will stay forward of the firewall (due to the rise at the inline filter), will be pressurized, and should clear quickly. If fuel does vaporize, the vapor will not be able to conduct heat back to the rest of the fuel. The heat will basically be trapped in the short, firewall forward run. (Not shown: a pressure gauge, several shutoff valves and other maintenance disconnects.

