



Your EAA Staff Resources:

Jennifer Bork
 Safety Programs Administrator
 safetyprograms@eaa.org
 888-322-4636 ext. 6864
 920-426-6864

Joe Norris
 Homebuilders Community Manager
 jnorris@eaa.org
 888-322-4636 ext. 6806
 920-426-6806

Charlie Becker
 Director –Member Programs
 cbecker@eaa.org
 888-322-4636 ext. 6530
 920-426-6530

Member Line
 888-322-4636
 info@eaa.org

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Message From Headquarters

Joe Norris, EAA Homebuilders Community Manager

Wow, where does the time go! As I write this we are about 30 days away from the start of the EAA convention here in Oshkosh. The energy is definitely building, and I have no reason to believe that this year won’t be another record setting year in the homebuilt area. We topped 1000 registered home-built aircraft at AirVenture Oshkosh 2009!

I hope all of you who are coming to AirVenture have considered helping out in the workshops area while you’re here. We look forward to seeing all of you again, or for the first time! If you haven’t replied to the volunteer letter we sent out it’s not the end of the world. Just check in at the Builders Education Center and let us know when you would like to help out. We won’t turn you down! Our Flight Advisor/ Technical Counselor breakfast will be held at the Nature Center on Thursday, July 29th at 7:00 AM. Please let us know if you’ll be attending the breakfast.

The Homebuilders Dinner will also be held at the Nature Center on Thursday the 29th. As in past years, you can purchase your tickets to the Homebuilders Dinner at Homebuilders Headquarters.

Thanks to all of you who took time to respond to the survey we ran in April.

See the article found on page 3 in this issue for the results. We appreciate your input! And speaking of input, one comment that was often repeated in the survey was the call for Technical Counselors and Flight Advisors to share what you’re seeing as you visit projects and talk to builders. Please consider writing an article for *Safety Wire*, or even just a short note to let us know what you’re seeing. This is especially true if you are seeing the same issue crop up again and again, or if you’re getting the same questions from a number of builders. The *Safety Wire* is a great vehicle to use to get the word out to other Technical Counselors and Flight Advisors so that they can share the info with builders and pilots in their local area. Members helping members is what EAA is all about!

Also in this issue you’ll find a Special Airworthiness Information Bulletin (SAIB) from the FAA regarding fuel pumps that may be installed in certain amateur-built, ELSA, and SLSA aircraft. Please share this info with your chapter members and other builders and owners you talk with.

See you at Oshkosh!



Special Airworthiness Information Bulletin– Fuel Pumps

Introduction

This Special Airworthiness Information Bulletin (SAIB) informs you of a possible unsafe condition on special light sport category aircraft (SLSA), experimental light sport aircraft (ELSA), and experimental amateur-built aircraft for replacement of certain part number fuel pumps installed on, but not limited to, Rotax aircraft engine 912 series.

Background

In some cases, if the input pressure to the mechanical fuel pump is high (e.g., due to an electric fuel pump upstream), the output pressure from the mechanical fuel pump could be excessive. This high fuel pressure may cause the engine to malfunction from flooding and/or cause fuel leakage. The fuel pumps affected by this issue and the replacements are listed below.

Fuel pump part numbers affected	Fuel pump part numbers not affected
892230, 892232, 892540 (standard version), 892235, 892236, 892545 (version including flexible line)	892542 and 892546

These fuel pumps are known to be installed on the following engines. However the pumps could be installed on other engines as a replacement part.

Rotax Engine Models	Engine Serial Numbers (S/Ns)
-912A	S/Ns 4,410.684 through 4,410.727
-912F	S/Ns 4,412.913 through S/Ns 4,412.925
-912S	S/Ns 4,923.282 through 4,923.461
-912UL	S/Ns 4,407.646 through 4,408.361
-912ULS	S/Ns 5,646.084 through 5,648.164
-912ULSFR	S/Ns 4,430.267 through 4,430.500 and S/Ns 6,374.028 through 6,374.054

Recommendations

If your aircraft is affected by this issue, we recommend replacement of the affected fuel pump part numbers listed above following ROTAX Service Bulletins SB-912-053 and SB-912-053UL. You may access the service bulletins at the following websites;

- SB-912-053: <http://www.rotax-aircraft-engines.com/pdf/dokus/d02167.pdf>; and
- SB-913-053UL: <http://www.rotax-aircraft-engines.com/pdf/dokus/d02169.pdf>.

For your information, the FAA is taking airworthiness directive action to address this issue on the type-certificated aircraft and engines.

For Further Information Contact

Tausif Butt, Aerospace Engineer, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4164; fax: (816) 329-4090 e-mail: Tausif.butt@faa.gov.

For Related Service Information Contact

ROTAX Aircraft Engines; phone: 43(0) 7246 6010; fax: 43(0) 7246 6370.

Survey Says...

Concurrent with the publication of the April 2010 issue of *Safety Wire* we launched a survey aimed at getting some input from all of you regarding the newsletter. We sent a special email to each of you for whom we had an email address on file, and also published the link to the survey in the April issue. We received just over 500 responses, which represents about a 42% response rate. That's not bad!

The primary objective of the survey was to determine if we were delivering the newsletter in the right format and at the right frequency. While not a clear majority, the largest percentage of respondents (42%) preferred to leave things as is, a printed newsletter published quarterly. The rest of the responses were split evenly between a quarterly electronic publication and having *Safety Wire* as a monthly section of the *Experimenter* e-newsletter (30% and 29% respectively). A few of you were passionate enough about the printed newsletter to call and plead your case. So in view of these results we'll be sticking with a quarterly printed newsletter.

Speaking of *Experimenter*, I was a bit surprised to see that only 68% of you subscribe. *Experimenter* is EAA's electronic newsletter aimed directly at the homebuilder/craftsman EAA member, so I would think that this would be the EAA publication that would appeal to Technical Counselors and Flight Advisors. If you haven't had a chance to check out *Experimenter*, I encourage you to do so. Just go to www.eaa.org/experimenter and click the "issues" link and you'll be able to read all the back issues. You can also subscribe by clicking the big green "Yes! Send me Experimenter!" button.

Back to the survey results; it appears that we are doing a pretty good job with *Safety Wire*. 77% of you were either

Very Satisfied or Satisfied. Only 3% were Dissatisfied or Very Dissatisfied. There were no comments offered to reveal why these people were dissatisfied, so I'm not sure what we could do to resolve the issue. Again, these results show that we're on the right track, so it doesn't appear that any major changes are necessary.

This brings us to the comments. Most of the respondents took time to offer comments, and I truly appreciate all the input. Many of you offered ideas for content, but frankly many of your ideas deserve broader distribution and thus would be more appropriate for the *Experimenter* or even *Sport Aviation* magazine. That's a good thing! Your comments give us some great ideas for all the publications, and you can rest assured that we will be using many of these ideas as time goes on. Still, some of the comments do indeed offer some suggestions for good *Safety Wire* material, and I'll do my best to follow your advice when picking subjects for future articles for this newsletter.

A recurring theme in the comments was a desire to hear from other Technical Counselors and Flight Advisors about what they see in the field. Everyone learns from our experiences, and *Safety Wire* has always been about sharing information. In early issues we ran a column called "Found In The Field", which offered a venue for Technical Counselors and Flight Advisors to share their stories with the rest of us. So I close this article with a challenge to you all – let us know what you're seeing and what you're doing! Take time to write a short article outlining the things you're seeing during your sessions with your fellow EAA members. This newsletter will be much more useful and valuable if everyone participates. Don't be shy. We want to hear from you!

Homebuilders Hangar debuts at AirVenture Oshkosh 2010

EAA and the EAA Homebuilt Aircraft Council are introducing a new venue at AirVenture this year - the Homebuilders Hangar. Located just north of the "Aces Cafe" and adjacent to the Forums area, the building formerly used by NASA, has been converted for this new role. Numerous presentations will take place in the hangar throughout the week, including a twice-daily "Homebuilts in Review," where builders or designers will give background on their aircraft and answer questions. Notables including Burt Rutan are scheduled to speak.

The Homebuilders Hangar will also provide another opportunity for EAA Technical Counselors and Flight Advisors to volunteer during the EAA convention. EAA will have an information kiosk in the hangar that will be manned by EAA staff, members of the EAA Homebuilt Aircraft Council, and we invite EAA Technical Counselors and Flight Advisors to help out as well. Stop in at the Builders Education Center or at Homebuilders Hangar if you would like to participate.



EAA
 Safety Programs
 PO Box 3086
 Oshkosh, WI 54903-3086

Phone: 888-322-4636 ext. 6864
 Fax: 920-426-6579
 Email: Safetyprograms@eaa.org

Mailing Address Line 1
 Mailing Address Line 2
 Mailing Address Line 3
 Mailing Address Line 4
 Mailing Address Line 5



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 AirVenture 2010
 July 26-August 1*

Baldwin to Receive 2010 Tony Bingelis Award

James Baldwin, of Pickerington, Ohio, will receive the Experimental Aircraft Association's 2010 Tony Bingelis Award recognizing his many contributions to EAA and the aviation community.

Baldwin (EAA 110713) has dedicated more than 60 years to the aviation community, encouraging builders and their projects as well as promoting aviation safety. As a frequent contributor to EAA Chapter 443's monthly newsletter, Baldwin has reported on his EAA Technical Counselor visits and has made himself available at each chapter meeting for an open forum of dialogue.

Since becoming a Tech Counselor in 1993, Baldwin has conducted sheet metal construction workshops at the Midwest Regional Fly-In, been a flight line safety volunteer at AirVenture, and has advised many builders in Ohio on construction, design, and weight and balance.

A retired aeronautical engineer for North American Rockwell, Baldwin has performed several weight-and-balance programs over the years. He's also provided 332 youths with their first flight through the EAA Young Eagles program, and helped send 18 youths to the EAA Air Academy in Oshkosh.

Baldwin, who received his private pilot certificate the day before he reported to the U.S. Air Force in 1948, built the second Van's RV6 kit to ever fly in 1989, then built an RV10 in 2007. Baldwin has also owned and maintained several aircraft, including a BC12D Taylorcraft and three Cessnas – 140, 120, and 170. Baldwin has invested time in rebuilding and maintaining aircraft owned by The Historical Aircraft Squadron in Lancaster, Ohio, most notably a Mitchell B-25 and Douglas B-26.



Baldwin will receive the Bingelis award during the annual Homebuilder's Dinner on Thursday, July 29, during AirVenture. Tickets for the dinner will be available at Homebuilder's Headquarters on the EAA grounds.

The Tony Bingelis Award was created in 2002 to recognize a member from the aviation community who has contributed to homebuilt projects and safety promotion while maintaining EAA values. The award honors the late Tony Bingelis,

who was noted as a homebuilding authority and EAA *Sport Aviation* columnist.

To nominate a Technical Counselor for this award, please visit our website at: <http://www.eaa.org/homebuilders/programs/bingelis.asp> for procedures, guidelines, and the nomination paperwork.