



November 5, 2009
Volume 48
Number 11

Board Meeting:
November 5, 2009 6:30pm

General Meeting:
November 5, 2009 7:30pm

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

EAA Chapter 124, 5550 Windsor Road, Windsor, CA 95492

SPECIAL ANNOUNCEMENTS:

November 5, 2009 PROGRAM: John Whitehouse will discuss ALTERNATIVE FUELS.

GOOD NEWS ON GETTING OIL

Royal Petroleum has agreed to give our members a much reduced price. Additionally, you will be able to get oil any time you need it. All you need to do is go to the Royal Petroleum Office at 365 Todd Road. (Take the Todd Road exit off of 101, and go west approximately ½ mile.) **You must be a member of EAA Chapter 124 for this special price.** (See article on page 2.)

Need your first EAA Chapter 124 name tag?
Need a replacement name tag?
Need to update your information on your old name tag?
See Meg Hurt at a meeting or call her at 544-0126.



THE PREZ SEZ...

NOVEMBER, 2009

Jim DuVander, President

In my call for help on the bathroom remodel or spruce up, Dennis McGuire stepped forward. But Dennis should not be doing this alone. Anyone with skills that can help Dennis, please let Dennis or me know. With a couple of helpers this could be a very satisfying project.

Mike Tovani is heading up a spruce up of our signs out front. Our goal is to put a better foot forward to the general public and our guests.

GOOD NEWS ON GETTING OIL

(Thanks, Bill Massey)

In the past we have been limited to 3 oil buys per year. It has been beneficial to our members, but sometimes a little inconvenient. But we have good news...

Royal Petroleum has agreed to give our members a much reduced price. Additionally, you will be able to get oil any time you need it. All you need to do is go to the Royal Petroleum Office at 365 Todd Road. (Take the Todd Road exit off of 101, and go west approximately ½ mile.)

The only requirement is that you **MUST** be ***a member of Chapter 124, and your name MUST appear in the Rooster.*** Royal's staff has a copy of our current rooster, so when you go in they will look it up and check your driver's license. (And yes we are serious about limiting this benefit to the membership of Chapter 124. They are kind enough to help us, so it is up to us to help protect their business.) Those members who join after the roster was printed, please give your name to Donna Turrentine and she will drop off a supplement list whenever she goes past Royal Petroleum Office.

So, next time you need oil you can get it that day at the best available price by simply going down to Royal.

(Special thanks to Walt, manager of Royal Petroleum, and Bill Massey for setting up this program for the Chapter.)



EAA BBQ REPORT

(Thanks, Larry Ford)

On Saturday, October 10th, Chapter members and guests were treated to a BBQ organized by the CAFE Foundation Board of Directors and ably assisted by Donna Turrentine. The feast featured chicken and baby back ribs done to a turn by David Lynch, George Johnston, Mike Fenn, Steve Williams, and Larry Ford with the membership providing a potluck assortment of yummy sides to round things out. Meg Hurt oversaw the kitchen helpers: Jo Dempsey, Gerry Reilly-Ford, John Palmerlee, and Geri Gutteridge. Larry Rengstorf was up bright and early to help wherever he was needed. There were a lot of smiles and sticky fingers as the weather broke and sunshine prevailed as folks enjoyed the camaraderie. Steve Barnes headed up an effort to recruit EAA national members from the area who were not EAA 124 members by mailing an invitation to attend.

Earlier that morning, Gretchen, Monte, and Randall Reinders, were front and center for a military ceremony where they were presented with a United States flag and gun salute honoring Paul as a veteran of the US Air Force. It was a fitting farewell to a pilot who was so influential to the chapter and a source of advice on all things aeronautical. He was the embodiment of the EAA spirit with his enthusiasm for flying and sharing his wisdom. President Jim DuVander expressed the sentiments of us all during a celebration of Paul's life which featured a slide show spanning decades of his career and his aviation memorabilia. God bless you, Paul!



Larry, Mike and George tending the coals



CAFE Board: David, Brien, Meg, George, Mike, and Larry (not shown Jo Dempsey and Steve Williams)

THE FLYING WIRE

EAA BBQ REPORT (continued)



Flag salute to Paul Reinders



Gretchen Reinders, and Paul's sons Monty and Randall accepting the flag



THE FEAST...



THE FLYING WIRE

EAA BBQ REPORT (continued)



Meg Hurt- The "Queen of Organization"



Ellen Jori performs an annual inspection for Ken Vaughn's new daughter



PAUL REINDERS



FAA Aircraft Certification Service

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: NE-10-05

SUBJ: Control/Reciprocating Engines – Float-type Carburetors **Date:** October 16, 2009

This is information only. Recommendations aren't mandatory.

(Thanks, David Heal)

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, pilots, owners, operators, maintenance personnel, and certificated repair facilities of **reciprocating aircraft engines with float-type carburetors**, of potential hazards associated with those carburetors. At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

This SAIB results from reports of numerous accidents and incidents over the past 20 years that resulted from an engine stoppage or engine fire involving float-type carburetors. Numerous service information letters (SILs) and service bulletins (SBs) were issued during that time to address float type carburetor issues related to poor idle cut-off and fuel leaking from the carburetor after engine shutdown. The FAA issued SAIB CE-06-33R1 in April 2006 to address those conditions. These conditions are often the result of fuel leaking into the carburetor float, a damaged or worn float, or a damaged or worn float valve. Despite the availability of the SILs and SBs, the FAA is still receiving reports of accidents and incidents resulting from carburetor float anomalies. In comparison to the SILs and SBs previously issued, this SAIB is applicable to all aircraft with reciprocating engines with float-type carburetors installed and provides more detail and focused recommended actions. Carburetor float design has evolved over the past 20 years, resulting in many different types of floats in service today. Carburetor floats are primarily made from polymers (plastics), brass, or epoxy "foam". The buoyancy of a float is typically provided by either a cavity, or cavities, that are formed by a thin outer shell of polymer, brass, or epoxy. If this shell is compromised, the result is a breach that permits fuel to enter the cavity, which reduces the buoyancy of the float. The shell can be compromised in several ways such as:

- Cracking
- Separating at a weld seam, soldered seam, or joint
- A hole.

A hole can be caused by the shell rubbing on the carburetor bowl. The shell might rub on the carburetor bowl due to excessive pivot wear, which affects the alignment and operation of the float and metering components. If the float buoyancy is reduced, it can lead to improper metering of fuel to the engine and/or fuel leaking from the carburetor. These conditions can then lead to complete loss of power or engine fires. Some newer float designs are fabricated from closed cell epoxy material. These floats are more tolerant to rubbing, chafing, and cutting since the buoyancy is provided by thousands of independent closed cells rather than a few closed cells.

Carburetors are commonly maintained only when problems warrant their repair or overhaul. However, it is recommended by engine type certificate holders that carburetors be overhauled at the engine's overhaul interval. If this is not done, the airworthiness of the carburetor can deteriorate and eventually cause a severe hazard to operation.



FAA Aircraft Certification Service

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SUBJ: Control/Reciprocating Engines – Float-type Carburetors
(continued)

Applicable model list: All aircraft with reciprocating engines with float-type carburetors installed.

Recommendations

Pilot Action:

During preflight inspections, examine the engine area for evidence of fuel leakage. During engine start, be alert for carburetor flooding or the need for excessive leaning. Hard starting might be an indicator of a deteriorating or damaged carburetor float. During engine operation, excessive fuel consumption and/or poor idle performance might indicate a deteriorating or damaged carburetor float. Difficulty shutting down the engine with the mixture cut-off control might be an indicator of a deteriorating or damaged carburetor float. If any of these conditions are observed, the pilot should have qualified maintenance personnel inspect the aircraft before the next flight.

Owner, Operator, and Maintenance Personnel Action:

Perform routine carburetor inspections for signs of fuel leakage. Inspect for fuel stains from the bowl vents in the throat of the carburetor and/or fuel in the air box. Comply with all engine and carburetor manufacturer recommendations, including, but not limited to, maintenance procedures, SBs, Customer Bulletins, SILs, etc. Maintenance Personnel addressing these issues should inspect the carburetor for signs of fuel leakage. Remove carburetors with signs of fuel leakage and send them to a qualified repair station for overhaul, inspection, and repair.

Overhaul Action:

Overhaul the carburetor at every engine overhaul interval. The correct interval to use is whichever of the following occurs first:

The engine manufacturer's recommended interval

12 years

2,400 hours

During overhaul, inspect the float and float valve. Replace with a new float and float valve as necessary.

For Further Information Contact

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