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Message From Headquarters

Joe Norris, Senior Aviation Specialist

It’s hard to believe, but as I write this there are only a few weeks left before the start of AirVenture 2008! By now you’ve all received an invitation to volunteer at this year’s convention, as well as to attend the Flight Advisor/ Technical Counselor breakfast. The breakfast will be held at the Nature Center on Thursday, July 31st at 7:00 AM. We’ve already received many responses and we look forward to seeing all of you at the Builders Education Center throughout the week.

For those of you that made your convention plans late and thus didn’t send in a response, don’t for a minute think that you are not welcome to come and lend a hand. If you’re attending the convention and wish to lend a hand, and/or attend the TC/FA breakfast, just stop by the Builder’s Education Center and let us know. We always

welcome and appreciate the help, and we can get you signed up for the breakfast as well.

In this issue of “Safety Wire” you’ll find an article under the heading “Found in the Field”. This is the first in a series of articles that will discuss common problems that we as Technical Counselors (and DARs) find as we do our TC visits and inspections. I would encourage all of you to send a short article outlining common, recurring problems you find as you look at members’ projects during your visits. This is what this newsletter is all about – sharing information. Send your articles via email to: safetyprograms@eaa.org or via mail to: EAA Safety Programs, PO Box 3086, Oshkosh, WI 54903-3086.

See you at Oshkosh!

2008 Homebuilder’s Dinner at AirVenture

Come celebrate homebuilding by having dinner with your fellow homebuilders and staff from EAA headquarters. Dinner will be at 6:00 p.m. in the Nature Center on Thursday, July 31st.

Earl Lawrence, Vice President Industry and Regulatory Affairs, will be speaking on the 51% rule. The Tony Bingelis and Spirit of Flight Awards will also be presented.

To attend the dinner, you must purchase a ticket ahead of time. Tickets are \$12 per person and can be purchased at Homebuilder’s Headquarters. If you are looking for a ride to the Nature Center, there will be trams starting at 5:00 from Homebuilder’s Headquarters that will take you there.

We look forward to seeing you!

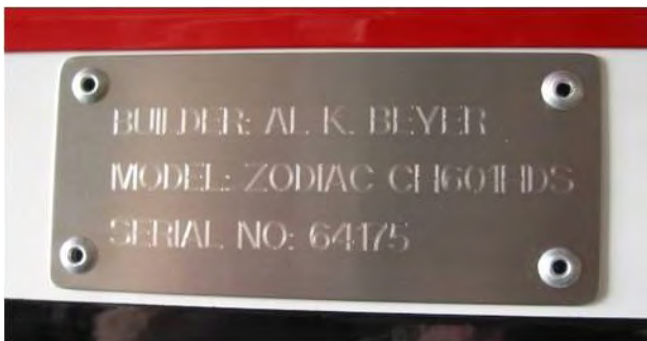
Found in the Field – Data Plates

Joe Norris, Senior Aviation Specialist

One issue that repeatedly turns up as a “gig” on an airworthiness inspection is the aircraft identification plate, commonly referred to as the “data plate”. Those of you who are DARs probably already know where this is going. The issue is twofold; first is placement of the data plate on the aircraft, and second is the information that’s shown on the plate.

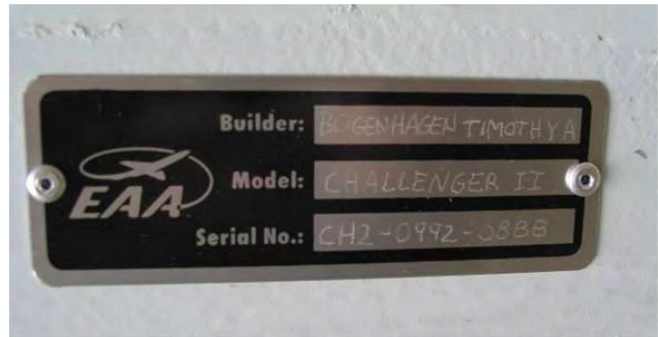
The requirement for the data plate and what information must be included is found in FAR Part 45, titled “Identification and Registration Marking”. FAR 45.11(a) tells us the aircraft must be identified with a fireproof plate, and that the information on the plate must be inscribed by “etching, stamping, engraving, or other approved method of fireproof marking.” Everyone seems to understand this requirement and there’s usually no problem up to this point. Things start going downhill though as we work our way through the requirements.

FAR 45.11(a) goes on to say that the data plate “must be secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident.” But many builders, especially those building tube and fabric aircraft, end up placing the data plate on a removable inspection cover or access panel. This type of placement does not meet the requirements of the regulation.



The specific placement on the airframe is also sometimes an issue. This problem usually shows up on fixed-wing airplanes rather than other types of aircraft. The regulation states that the data plate should be located on the “aircraft fuselage exterior so that it is legible to a person on the ground, and must be either adjacent to and aft of the rear-most

entrance door or on the fuselage surface near the tail surfaces.” Sometimes we find data plates in locations that do not meet this requirement, such as inside the cabin or cockpit, on the firewall, or near the front of the aircraft (ahead of the entry door). None of these locations are acceptable.



Even when the data plate is properly secured in an acceptable location problems come up because the information on the data plate is incorrect. To find out what info needs to be on the plate, we need to look at FAR 45.13(a). The required info includes the builder’s name, the aircraft’s model designation and serial number, the type certificate and production certificate numbers (if any). Since amateur-built aircraft don’t have a type or production certificate, only the first three items need to be on the data plate – builder name, aircraft model and serial number.

The first two items – builder name and aircraft model – seem to be the place where problems crop up. These two items of information must *exactly* match the info listed on the Aircraft Registration Certificate (FAA Form 8050-3) and the Application for Airworthiness Certificate (FAA Form 8130-6). It’s quite common for this information to be formatted differently in one place or the other. For example, “Doe Jonathan H” on the forms and “Doe John” on the data plate, or “Van’s RV-6” on the forms and “RV-6” on the data plate, or vice versa.

So when you are doing your Technical Counselor visits, especially when the project is nearing completion, add this issue to the list of items you’ll discuss with the builder. It’s a heartbreaker when the airworthiness certificate can’t be issued to a beautiful homebuilt because that little data plate is in the wrong place or shows the wrong info.

30,000 and Climbing!

Sometime during the last half of 2008 the number of amateur-built aircraft registered with the FAA will surpass 30,000. This represents almost 10% of the entire US fleet! This is definitely a milestone worth commemorating, and we will do just that at AirVenture 2008.

To commemorate the milestone, EAA will select an aircraft in attendance to represent the 30,000th homebuilt. In order to qualify, the aircraft must meet the following requirements:

- It must be flown to EAA AirVenture Oshkosh 2008
- It must have completed certification in the amateur-built category in 2008
- It must be registered at Homebuilder's Headquarters **no later than Tuesday, July 29**



- The owner must be present at AirVenture on Wednesday and Thursday (July 30-31)

We will select the honorary 30,000th homebuilt on Tuesday evening by random drawing from among the eligible aircraft.

As usual, all pilots flying homebuilt aircraft to AirVenture this year will receive an "I Flew My Homebuilt" patch when they register. This year's patch features a banner commemorating the 30,000 milestone.

More info can be found at http://www.airventure.org/2008/news/080501_homebuilts.html

Technical Counselors and Flight Advisors should all be proud of this milestone. You all have helped make the homebuilt movement and community what it is today. All homebuilders appreciate your hard work and dedication!

Come Share Breakfast with us at AirVenture!

Please join us in honoring the Technical Counselors and Flight Advisors at EAA's annual TC/FA breakfast during AirVenture. The breakfast will be held on Thursday, July 31st at 7:00 a.m in the Nature Center.

Ricardo Traven will be our guest speaker this year. He is the President of The Society of Experimental Test Pilots and will be speaking on the Super Hornet Air Show Development and will include thoughts on how airshow maneuvers and flight test are related. The winners of this year's Spirit of Flight Award and Tony Bingelis Award will also be announced at breakfast.

Please let us know if you'll be able to join us on Thursday morning. If you have not sent back the response form that was mailed to you in June, don't worry, you may still sign up in the Builder's Educa-

tion Center during the first part of AirVenture. There will be a sign up sheet posted on the door in the



BEC. You are welcome to bring one guest to dine with you. We look forward to having the opportunity to thank you for all your hard work throughout the year.



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 Greatest Aviation Celebration!
 AirVenture 2008
 July 28-August 3*

Rockford to Receive 2008 Tony Bingelis Award at AirVenture

Bob Rockford, of Overland, MO has been selected as the 2008 recipient of the Experimental Aircraft Association's Tony Bingelis Award, recognizing his involvement as an active volunteer Technical Counselor and aircraft builder.

The Tony Bingelis Award recognizes an individual's contributions to the homebuilt aircraft community, and honors the memory of the late Tony Bingelis, noted homebuilding authority and EAA *Sport Aviation* Columnist. Rockford was nominated by Allan Reeves of EAA Chapter 1394.



Bob has volunteered as a Technical Counselor for over 12 years, sharing his knowledge and providing thousands of hours of advice to builders. Bob is the founder and president of Chapter 1394. He has provided countless hours of instruction teaching workshops in the St. Louis area. He opens his home

shop to assist builders in his area and is always the first to volunteer for a project. Bob has been happily building, repairing and flying airplanes for over sixty years and is very involved in restoring antique airplanes for the Historic Aircraft Restoration Museum in St. Louis. He is also an A&P Mechanic and has contributed outstanding support and participation in the FAA General Aviation Aircraft Accident Prevention Program since its inception on July 1, 1968. Bob is well known for his volunteer efforts to EAA Chapter 1394 and his contributions to aviation as a whole.

Bob will receive his award at the Homebuilder's Dinner during AirVenture 2008 on Thursday, July 31st. The dinner will be held at 6:00 p.m. in the Nature Center. Please join us for dinner and take a moment to congratulate Bob on his achievement.