***When diagnosing a problem, don't forget the return line, the ground side of the circuit, the vents…***

Zubaiga, who lives in Spain wrote this delightful response after trading e-mails with a number of you through Beagle and we thought you'd all enjoy it, and perhaps benefit from it.

“Hi David:  It is possible to resolve the problem. [He had surging and all manner of scary raised RPM out of the engine with throttle at idle.] A few days ago I changed the carburetor, A friend of me give me a new one. And the problem continued the same. So I changed the [fuel] pump and the carburetor. I start to think the problem is in the system. But where??? I was very confused. I took off the pump again and brought it home and I started to check the pressure here in my house. At the same time, I wrote the manufacturer of the pump, because the placard of the pump did not have the part number and I cannot check if the pump is the correct or not. [Two guys suggested he had a high pressure pump instead of the required low one – a good hint.]

And the manufacturer asked me if I had the breather tube of the engine blocked or free, because if that happens the pressure of the pump is the normal pressure but the output combines with the pressure of the engine.

AND YES I took off the upper cowling I found the breather tube blocked.

The oil of the engine goes to the pump and a little hole inside the pump goes into the chamber, and YES the engine was pressurizing the pump.

The plane is 800 miles from here so next week I will be there and I will try to put all in order again [to fly home].

This is a good lesson of how different things goes together and how is so easy to have an important failure. Maybe you can write in good English the story, to teach the canard community. Thank you very much for all. And I promise I will send to you notice and pictures of the first flight [back] in Spain.

**[Beagle warned him that any blockage of the breather can endanger the security of the “nose seal” at the prop end of the crankshaft – so be vigilant for any leak out of that place and for oil pressure in general.]**