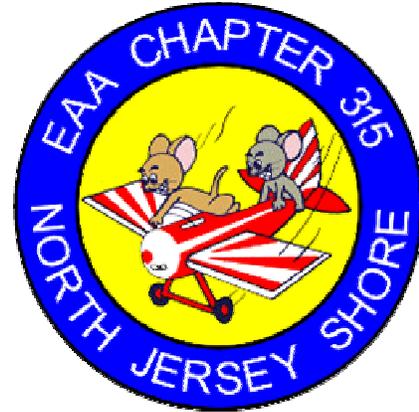


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**EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 315 NORTH JERSEY SHORE**



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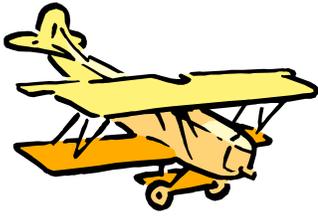
Minutes of the Meeting—July 2nd, 2007

EAA 315 meeting of July 2, 2007 was opened at 7:45PM by President Glenn Stott who welcomed two guests—Bob Larber of Piscataway and Frank Fine's daughter Carol of Harrisburg, Va.

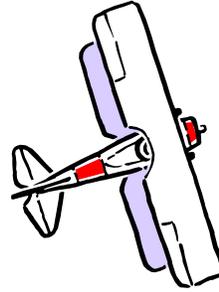
A motion was made by Tom Goeddel, seconded by Dick Augusty, to accept the minutes of last meeting. OK-ed by all.

Treasurer — Tom Goeddel — reported a balance on hand of \$1961.24. He showed a graph showing.





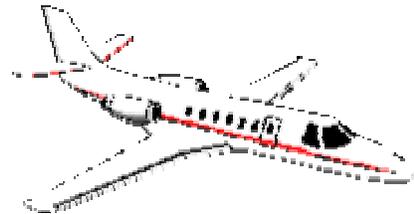
OLD BUSINESS



- Frank Fine reported on Young Eagles Day. 51 or 52 young people were flown. We had few airplanes at first, more came later, all worked well. A nice crowd was in attendance. CAP of Sayerville was on hand, and gave great assistance with crowd control. George C. commented on the great big smiles on every kid as they came back from their rides. A good day!
- Discussion was held on holding a Young Eagles Day at the Lakewood airport in the fall. Frank Fine asked about the date of October 6th, 2007 (rain date Oct. 13). He will also check out insurance with them. Possibly home CAP from Lakewood will assist on the day.



NEW BUSINESS



- The FAA plan to impose user fees on GA aircraft generated a discussion. Each member should write to their representatives in Washington and ask them to oppose such fees.
- United Airlines has mounted an E-mail campaign in support of user fees. AOPA said they are not taken by this. Australia's General Aviation was cut back by 24% after user fees were imposed. User fees in Europe are very high, putting quite a burden on GA. Canada also has user fees, although not as high as they are in Europe.
- Taxes are also up on both jet fuel and avgas. 13 billion is being proposed over the next 15 years to upgrade and improve the air transportation system in the U.S.!?

- The youngest African-American, a 23 year old, circled the globe solo. He flew 23,000 miles from 23 March to 27 June, 2007.
- AOPA asks all those who fly to stay vigilant!
- Robin Smith won the 50/50—sum of \$13.

The next meeting, 6 August, will held in Keyport at the Steamboat Dock Museum. This is the site of the Aero Marine Factory. Should be an interesting evening.

Meeting adjourned at 8:45PM

Sec. Jane Finton

Guest Article

TC TID BITS – THE CONDITION INSPECTION

*By Technical Counselor Dave VanDenburg (Email: WASDOF@yahoo.com)
EAA Chapter 439 (Michigan)*

Pilots all know that every certificated aircraft registered in the U.S. requires an annual inspection once every 12 months. Does this requirement apply to amateur built aircraft as well? If so, what does this inspection consist of, and who can do it? This month, I would like to discuss the Condition Inspection and maybe answer these questions as well.

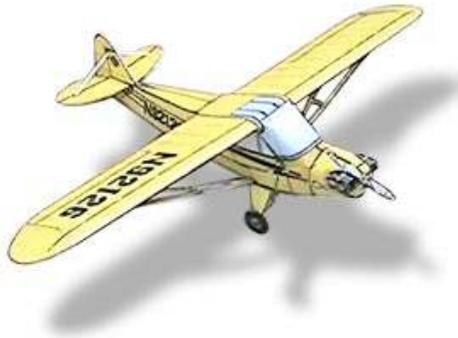
First of all, amateur built aircraft also have a requirement for an inspection every 12 calendar months but it is not called an "annual inspection." It is called a "Condition Inspection" and is very much like an annual, but there are significant differences. For example, an annual inspection must be done by an appropriately licensed aircraft mechanic. This means an individual who holds a license with an Airframe and Powerplant rating and an Inspection Authorization (A&P with IA). A "Condition Inspection" on an amateur built aircraft, however, can be done by any A&P (no IA required) or by the builder of the aircraft if he or she has applied to their local FSDO for a "Repairman's Certificate." This certificate is like having an A&P license, with IA privileges, for that specific aircraft only. After all, if you built the aircraft, you should know enough to determine if it is in a condition for safe flight.

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Another difference is the logbook entry. Both inspections require an entry into the aircraft logbook. The wording for an Annual Inspection comes from 14 CFR Part 43. The wording for a Condition Inspection, however, is different and comes from the Aircraft's Operating Limitations which are issued with the aircraft as part of its Airworthiness Certificate. If you homebuilders have a local A&P do your condition inspection, make sure you provide him with your operating limitations so he can get the entry right.

The actual inspections are basically the same. Those of us flying certificated aircraft probably have factory built checklists for the annual. Piper, Mooney, Cessna, etc. all supply checklists for 100 hour, and Annual Inspections, but how about us homebuilders? I know some kit manufacturers provide checklists for their products, but for the most part, us homebuilders are "on our own." Not to worry, the "Friendly Aviation Administration (FAA)" has taken care of us. Appendix D to 14 CFR Part 43 (available at www.FAA.gov) is a list of the minimum items that must be included on a 100 hour, Annual or Condition Inspection. Note, I said minimum items. You will want to use this document as a basis and expand your checklist to cover all parts of your aircraft. In fact, you will probably add items from time to time as you discover problems or hear of problems others are having with similar aircraft. 14 CFR Part 43 **requires** a mechanic to use a checklist for an Annual. This requirement does not exist for homebuilders, but do yourself a favor. Build a checklist and use it every time you do a Condition Inspection. This will prevent missed items and maybe save your life

This has been a very brief discussion of the Condition Inspection. If you want help building a checklist, or would like an "over the shoulder" when you do a Condition Inspection, I would be glad to help. As a technical counselor, my job (and goal) is to keep you alive, so don't hesitate to call. My email is listed above. Let's all inspect thoroughly and fly safe!



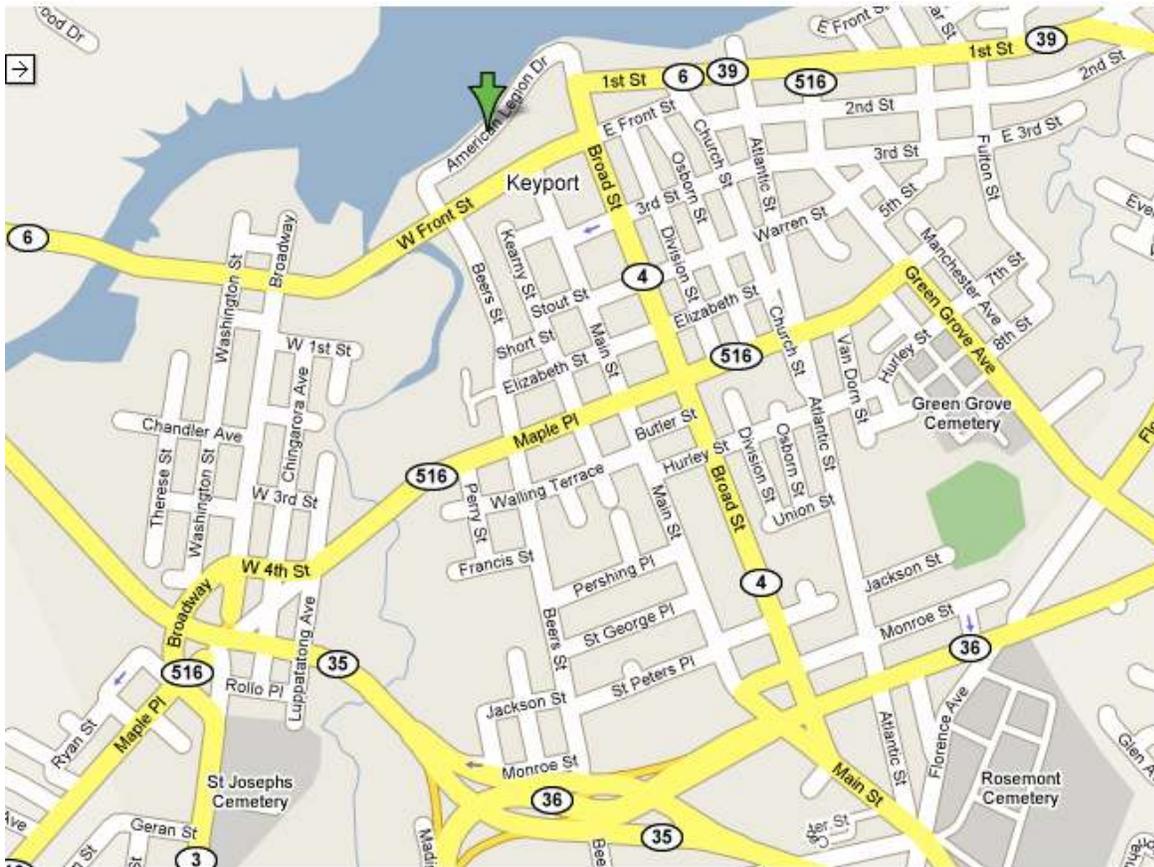
**Next meeting August 6th,
7:30PM at Keyport Steamboat Dock Museum.**

Steamboat Dock Museum:

The Steamboat Dock Museum of the Keyport Historical Society interprets the history and maritime traditions of Keyport which was first settled as a private plantation in 1714 by the Kearny family. By the 1830s, Keyport had become a major port for oystering and for produce on its way to New York City.

Directions:

Keyport is located in Monmouth County in Central New Jersey. To get here use the Garden State Parkway. Take exit number 117 the Route 36 exit towards RT. 35/Keyport/Hazlet. After the toll plaza merge towards the left NJ Highway 36 East. Once on Highway 36 bear right and use the Broad Street jug Handle. Cross over Highway 36 and head down Broad Street. At the foot of Broad Street, where it becomes American Legion Drive, is the Steamboat Museum building, facing out to the bay.





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E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association—August 2007
Editor: Richie Bielak 732-566-5879

**Next Meeting: August 6th, 7:30PM
Steamboat Dock Museum, Keyport**