



45° North



Gaylord, MI

EAA Chapter 1095—www.eaa1095.org

June 2007

President's Corner

by Vic Briley

Hello fellow flyers:

Another month has passed and we are only ten days away from Gaylord Air Fair 2007. This month we will focus on preparations for the Air Fair and Young Eagles. Any time that we have left over will be used to work on our chapter hangar.

Many thanks go to Tom Kellogg for his donation to the chapter for hangar repair and his loan to be used for the Air Fair. Tom, though quiet in demeanor, speaks very loudly in his actions. Tom is a true gold star member.

The 99's (a women's airmarking group) painted a compass rose on the ramp in front of the new terminal on Saturday. Our chapter provided lunch for the group and had a good time and made some new friends. Thanks go to Wally McCoy, Jon Study and wife, and Joe Hartley.

We will be re-roofing the chapter hangar soon and will need volunteers and possibly a loan to buy materials. What type of repair we make will depend on how much money we have for materials. We can do a cheap fix, which will last approximately 5 years, or a more permanent solution, which will last 30 years or more. The cheap solution is a few hundred dollars and the more expensive one about \$3,000.

The RV4 aircraft project is getting started.

Next Meeting June 13, 2007

**In the Airport Terminal
Board at 6:30pm
Chapter at 7:00pm**

Current owners are Wally McCoy, Don McCoy, and Vic Briley. We are looking for two more partners. The investment is small (\$2,000 initial investment with more later for avionics and finishing materials) and the rewards are priceless. If you are interested, see Wally McCoy or myself.

I ran into Will Wottowa at the Splash In last weekend. He is doing well working on home building on an airpark in South Carolina. He is going to be out of the area for quite some time so Wally McCoy has taken his place as Vice President for the rest of the term. Officer elections will take place again this fall. We miss you Will. Hope to see you again soon.

We have a weekend work party at Oshkosh scheduled for July 14-15, 2007 with 5 people signed up to go. I will be flying my Cardinal with at least 2 passengers and we need another pilot to fly the others. If you would like to volunteer and have a plane to fly, please let me know so I can get your name on the list. You do not have to be a member of EAA to participate and minors (as young as 14 years of age) can go too. EAA Oshkosh provides meals and lodging. Participants will split the transportation costs. We had a good time last year and look forward to another adventure.

Keep the blue side up!

Vic Briley

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45° North, Chapter 1095 Newsletter

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45° North is being sent by both the U.S. Post Office and by email. Those of you that agreed to the email version will not receive a paper copy. You will be sent an email telling you where to find the newsletter.

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Gaylord, MI 49734-2223

Coming Events

- Jun. 13** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Jun 23** Air Fair at the Airport
- Jun 24** EAA Breakfast and Young Eagles
- Jul 11** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Jul 23-29** EAA Convention in Oshkosh



Saturday, June 23 Work Assignments

10:00 to 14:00

13:00 to 17:00

Grill 1	Louie Aguilar	Wally McCoy
Grill 2	Wally Loney	Les Herrington
Grill 3	Mike Valuet	Don McCoy
Serve 1	Nancy Valuet	Jan Loney
Serve 2	Sharon Johnson	Sue McCoy
Drink	George McCutcheon	Paulie McCoy
Cashier	Bob Johnson	Phil Curtiss
Condi-ments	Girl Scout Team 1	Girl Scout Team 2
GoFer	Vic Briley	Vic Briley

Work area cleanup commences at the end of the serving (17:00)

Sunday June 24 Work Assignments

7:00 to 9:00

9:00 to 11:00

Grill 1	Louie Aguilar	Carolyn Study
Grill 2	Jon Study	Mike Valet
Serve 1	Jan Loney	Jan Loney
Serve 2		Nancy Valuet
Coffee & Batter	Les Harrington	Wally McCoy
Cashier	Bob Johnson	Phil Curtiss
Table Cleanup		

The Condition Inspection

By Dave VanDenburg, Chapter 439, Central Michigan UP

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.

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!



A-10 Warthog



SNJ
Photos by Bob Burns

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2007

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Board at 6:30pm