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Photo Credit: Chris Vermilya

## Is Flight Instruction Considered Flying for Hire?

On April 2<sup>nd</sup>, 2021, the U.S. Court of Appeals for the District of Columbia Circuit ruled in favor of the FAA's decision to prohibit compensation for flight instruction in a Limited category aircraft. Specifically, this ruling was regarding a warbird flight school based out of Florida but has far-reaching implications. This decision was made on the basis that according to 14 CFR 91.315, "No person may operate a limited category civil aircraft carrying persons or property for compensation or hire." Any certificated pilot will recognize this familiar language that appears throughout the FARs as a limitation of when compensation can (or cannot) be made for a pilot's services. To date, flight instruction has never been considered carriage of a person (or property) for hire but this indication from the FAA may be changing that.

I appreciate the explanation from Flying Magazine's article on both the decision and the potential impact. An excerpt is below but please see the full article as well:

<https://www.flyingmag.com/story/training/fars-interpretation-threatens-flight-instruction/>

*Historically, the "carriage of persons" has referenced such operations as those in which people are paying for the privilege of air carriage from one place to another, or a "ride"; whereas with paid flight instruction, as referenced by the 1995 Fretwell FAA Legal Interpretation, the trainee is compensating the instructor not for piloting the aircraft, but for the instruction they are providing. In 1949, the Civil Aeronautics Board (predecessor to the FAA) adopted the original regulations pertaining to commercial operators, 14 CFR Part 45; in which 45.1, "Applicability," stated that "for the purpose of this part, student instruction...shall not be considered as the carriage of goods or persons for compensation or hire." The current commercial operator regulations under 14 CFR Part 119, "Certification: Air Carriers and Commercial Operators," similarly denote the flight operations that do not fall under air carrier requirements, stating specifically that "this part does not apply to...Student instruction." [14 CFR 119(e)(1)] This distinction is what has allowed flight instructors to teach and be compensated for their time without having to hold commercial-level medical certificates or operate under commercial air carrier rules.*

The AOPA and other organizations have submitted requests for clarification from the FAA with an urgency on understanding the impact of this decision. There is considerable concern resulting from the FAA's interpretation, primarily as it is completely against the current precedent. If flight schools or clubs providing instruction need to become commercial operators, organizations like Condor will be in a tight spot. Keep an eye on the news as we learn more about how flight instruction may be conducted in the future.



# President's Corner

by Keith McPherson

We're getting into the nicer weather, and Club flying is on the rise. The good news is that all aircraft are operational, and ready for your use. Remember, if you haven't flown in a while, please get with an instructor, per Club rules, to stay safe. The weather is nicer, but springtime can still be a bit windy, so be safe.

I also wanted to announce the appointment of **Greg Jarosz** to the position of **Chief Pilot**. Greg brings a wealth of aviation experience and a very positive attitude to the position, and he'll be another resource you can utilize when planning a X/C flight, as well as working with our Safety Officer, Chip Vignolini, ensuring that we're operating with safety as our #1 priority.

If you see Greg around the field, please congratulate him. I plan on introducing him in-person to the membership at the June meeting. Fly Often, Fly Safely, Fly Condor!

## Earning Their Wings!



That first solo... the first checkride... adding ratings... and more, these pilots are celebrating, and we share in their excitement. CONGRATULATIONS!!!

- Ashley Davis – First Solo – May 20<sup>th</sup>, 2021
- Robert Keenan – Private Pilot ASEL – May 1<sup>st</sup>, 2021
- Azarakhsh Keipour – First Solo – April 14<sup>th</sup>, 2021
- Hyrum Wright – First Solo – April 14<sup>th</sup>, 2021
- Carlos Martinez Parra – First Solo – April 5<sup>th</sup>, 2021

## General Club Meeting

The Condor Aero Club will meet on **Tuesday June 1<sup>st</sup> at 8pm in N684SP's hanger**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and a great presentation from Ross Edmonson about his flight around the world! If you have been with us for the past 2 months, this will be part 3 of his epic journey!

Come early to catch up with old friends, make some new ones, and enjoy some delicious eats provided by our own Cindy and JP! Our social kicks off at **7:30pm**, don't miss it!

## Sky Manager Tips



Please be considerate of other club members! Only schedule a plane for the time you plan to fly. Reserving a plane for 4+ hours then only flying for 1 block others from being able to plan a flight. Also, if your plans change, update your reservation! Condor does not charge a cancellation fee so what's stopping you from cancelling your hold if you can't fly? Please plan accordingly to allow others to fly!

Having issues checking a plane out of Sky Manager? Make sure your profile is current!

**Winter Seminar** – To fly from November 1<sup>st</sup> to March 31<sup>st</sup>, each member must attend a Winter Seminar or obtain a sign-off from a club instructor. We're (hopefully) through most of the cold weather but ice is still a significant concern as the temperatures fluctuate at altitude!

**Dues and Insurance** – 2021 dues and insurance were due on December 31<sup>st</sup>, 2020. Please ensure your account is paid for full flight privileges.

**COVID Release** – To protect our members, please read, sign, and adhere to the club's COVID policy and return your signed agreement to Dorothy.

**Flight Medical** – Don't let your medical expire! Condor maintains copies of your medical certificate and when it expires, flight privileges are revoked. Send a copy of your new medical to Dorothy to have your records updated.

**Flight Review** – BFR dates are also maintained by the club. If your review date passes, flight privileges will be revoked until you complete your BFR and provide an update to Dorothy.

## Contact Us

Have a question for the club?  
Interested on joining?  
Have something to share?  
Reach out anytime!

[accounts@condoraero.com](mailto:accounts@condoraero.com)  
<http://www.condoraero.com>



[Join us on Facebook!](#)

Feel free to contact any board member below if you have a specific question

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## From the Right Seat



Our club instructors have seen a lot in their time sitting in the right seat. Through their experience, and randomly yelling 'more right rudder' in their sleep, they have much to share that we all can learn from to be better pilots.

This month, we want to share a good list of things to remember when getting ready for a flight lesson. This applies to all of us so certificated pilots can't skip ahead! Below are 9 tips to keep in mind before heading out to the airport.

1. There's nothing wrong with armchair flying. Bring a checklist copy home with you and get more familiar with your cockpit.
2. Hang out at the airport and get to know experienced pilots. If no one else in your family flies, having those pilot mentors can make a huge difference.
3. Always come prepared for a lesson. Studying before you get into the cockpit is the #1 way you can save money.
4. Visit an air traffic control facility to get a better perspective on the airspace system that, as a pilot, you operate in each and every day. But always remember to call ahead to see if they can take you.
5. Get in the habit of doing a thorough pre-flight check; it's the best way to avoid a problem once you've started the engine.
6. Keep your pilot logbook up to date. It's easier to enter every flight when you fly it, than it is to log a bunch of flights at once.
7. Use the thousands of free resources online to help you learn when you're not with your instructor.
8. Don't worry when you're stuck on a tough topic. Whether it's crosswind landings, performance calculations, or radio work, flight training doesn't always come easily. Every pilot had something that challenged them during training...and they all worked through it with practice.
9. Don't forget to have fun! You got into flying because it's fun...take time to enjoy it!

Condor has always prided itself as being a great place to learn to fly. We have a large number of instructors and an ever-growing group of students at every stage in their journey. Reach out to any instructor if you'd like to get a list of other students working on similar ratings. Group study is a great learning tool and makes the process a lot more fun!



Visit a local ATC facility to see how the 'other side of the system' works! KYNG is a great option!

(...this is not KYNG's tower...)

### Words of Wisdom from our Chief Flight Instructor

Hi all, I hope everyone is enjoying the warmer weather! Recently, a few of us were discussing flap settings on approach and landing. There was quite a bit of discussion regarding utilizing full flaps in a crosswind. While we all agreed that we would not use full flaps when it's gusty out, we did not come to an agreement on flap settings in just a steady crosswind. So, how do you fly an approach with a crosswind? When was the last time you practiced landings (in calmer conditions) trying out different flap settings? Have you practiced a no flap landing? Taking advantage of calmer winds to practice with different flap settings can help you become a better pilot in any conditions. So, grab the keys, start the engine, and go out and fly!

## Member Spotlight – Meet George McGuire!

What certificates/ratings do you hold?

Private Pilot ASEL  
Instrument Rating

How many hours do you have?

~230

How long have you been flying?

The two-year anniversary of my first flight is this month on 5/15.

When did you join Condor?

Almost 2 years ago

What prompted you to look skyward?

I grew up flying with a family member who owns a plane, and loved it. I also spent a lot of time on flight simulators wishing it was real.

What is your favorite part of flying?

I really enjoy the camaraderie of the general aviation community. Flying to new places and making new friends along the way.

What is your next aviation goal?

I am currently working toward my commercial license, then CFI. My ultimate goal is to teach my father to fly, and dabble in instruction in the future as a hobby.

What is your favorite aircraft?

It depends on the mission of course, but if you twist my arm, 06M.

Any words of wisdom to share?

Be safe out there. Every takeoff is optional, but landings are mandatory.



## Welcome New Members!

Welcome to the Condor Aero Club! The following new members joined our group in the last month and we're excited to have them on board. Looking forward to seeing you around the airport!

- Mareena Gentry
- John O'Rourke
- Robert Daley
- Charlie Halbrock
- Joseph Schwartzmier
- Joseph Crowe
- William Kraus
- Damon Schiestle
- Kristopher Whaley
- Kenneth Millett
- Eric Solberg
- Don Kelley

## Upcoming Events

As we return to normal... or at least a new version of normal, mark your calendars for these upcoming aviation events!

- B16 – Whitford/Weedsport – Pancake Breakfast – May 30<sup>th</sup>, 7:30-11am
- 2D7 – Beach City Airport – 36<sup>th</sup> Annual Father's Day Fly-in Breakfast – June 20, 8am-1pm
- Sentimental Journey, Lock Haven – June 22-26
- Oshkosh AirVenture – July 26-31
- Annual Condor Corn Roast and Golf Outing – August 21
- Reno Air Races – September 14-20

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below.

[Condor Google Drive](#)

## Fleet Info

Club aircraft details can be found at <http://www.condoraero.com>

Rental and off field reimbursement rates are below for reference. Rates are wet and apply per hour.

N89549 (C152) - \$80  
N98887 (C172) - \$105  
N96573 (C172) - \$105  
N62104 (C172) - \$105  
N684SP (C172SP) - \$110  
N2806M (PA28) - \$110  
N1963T (PA28R) - \$120

Off field fuel reimbursement:  
\$5.40/gal

## Member Checklist

Remember the following items!

### Shutdown:

Avionics Master.....Off  
Lights.....All off except beacon  
Mixture.....Lean  
Magnetos.....Off  
Master.....Off

### Postflight:

Lights....Confirm off except beacon  
Leading Edges.....Cleaned\*  
Windscreen.....Cleaned\*  
Fuel Quantity.....Full\*\*  
Aircraft Interior.....Clean Up

\*White cloths and wax cleaner for leading edges, Yellow microfiber cloth and glass cleaner for windscreen

\*\*Do not fully fill the left tank of N89549, leave a few inches to avoid overflow

### Off Field Fuel:

Do not use club credit cards  
Use personal credit card  
Submit receipts for reimbursement

### Prepayment Incentive:

\$1,000.00-\$1,999.99 – 3% bonus  
\$2,000.00-\$3,999.99 – 4% bonus  
\$4,000.00 and greater – 5% bonus  
Restrictions apply, contact a board member for more details

# Maintenance Corner

## Jason's Aircraft Repair

Jason (board/club member and business owner) is responsible for all A&P (Aircraft and Power Plant) and IA (Inspection Authorization) services to our fleet, as well as other customers on the field.

Jason's normal business hours are;

Mon-Fri: 10:00 – 5:00

Unlike other shops, the Condor fleet is given priority over other customers, but we have to keep in mind the Condor fleet is not the only work Jason has.

He is often at the airport outside of normal business hours, but could be working on other projects.



## April Completed Maintenance:

### GPS Databases on all Aircraft:

Completed successfully

### N89549:

### N96573:

50 hour inspection completed. Replaced ELT antenna.

### N98887:

### N62104:

Super 50 hour inspection completed.

### N684SP:

Annual inspection completed. New right main (flat spotted). Repaired lower engine cowling.

### N2806M:

### N1963T:

AVGAS is rough on Asphalt/Concrete, and fuel samples should **NEVER** be poured onto the hangar floor or taxiways.



## This issue

Maintenance Update **P.1**

Flight Times, Oil Level, Misc **P.2**

Electrical Systems **P.3**

## May Planned Maintenance:

### N89549:

50hr inspection

### N96573:

### N98887:

50hr inspection

### N62104:

### N684SP:

### N2806M:

Schedule Auto-Pilot repairs with avionics shop

### N1963T:

Annual Inspection

## How to Report an Issue (Reminder):

1. Take Pictures
2. Fill out Squawk sheet in Condor Pilots Lounge
3. Text/Email Chip Vignolini, 412-215-1225, [chip.vignolini@verizonwireless.com](mailto:chip.vignolini@verizonwireless.com)
4. If there's another reservation immediately after yours, please contact that member.

You should always take pictures of any damage during preflight. A good practice is to also take a picture of the Hobbs/tach pre and post flight.

Please send me a copy of the photo and any issue found during preflight (especially flat spotted tires), so I can immediately follow up with the previous reservation.

If the severity warrants grounding the aircraft. Follow the same steps above, but you'll also find a 'grounded' sign in the back seat pocket. Please place this on the dash.

## EYE ON IT

### Fuel Samples:

AVGAS is rough on Asphalt/Concrete, and fuel samples should **NEVER** be poured onto the hangar floor or taxiways. Every aircraft should have a filtered fuel strainer testing cup. Please dump your sample either back in the tank or the sand buckets located in each of the hangars. Keep in mind, you should only place the fuel back into the aircraft tank when using the filtered fuel bulb and take care not to pour any contaminants back into the tank.

### Safety: Staying on Centerline

#### Taxiing:

Please stay on centerline between the hangars, don't attempt to taxi close to the door prior to turning. It's easy to become distracted and accidentally get too close to the hangar doors. It's good practice to try to run over the grates.

#### Take-Off & Landing:

It's critical to take-off and land on centerline as well, especially given the crosswinds at KPJC. This will give you the some margin on either side.



### Oil Levels (Reminder):

There has been some recent questions on 'when do you add oil'.

For our fleet it is only recommended to add oil when it dips below 5.5 quarts, and you should only add enough to bring it back up to 6 quarts.

Anything more than that typically gets blown out of the breather hose.

### Flat Spotted Tires:

This is still an issue, we are seeing a high number of flat spotted tires. Please be sure to land with your heels on the floor! And don't try to force an exit off the runway if you're moving too fast. Just manage your energy/speed, and safely taxi to the next taxiway.

### Misc. Items:

We no longer need to plug the aircraft in. Hopefully all the cold weather is behind us for a while.

Cowl plugs should be used year-round and installed correctly. There is a left and right side (you should be able to see the embroidered tail number), and the zipper side should be closest to the engine, and the strap on the outside of the prop.

Everyone is doing a great job on adding your destination in the comments field, THANK YOU!!

Finally for long trips, please be sure you have a quart of oil and tie-downs.

### Up-Coming:

More details to come, but we're planning a 'pre-flight' challenge in the next few months. I think it will be a great exercise to test your skills.

## What's required prior to Preflight and Departure?

Always 'check-out' the aircraft in Skymanager and have a destination in the 'Comments' section.

### Flight Time:

2019								
MONTH	89549	684SP	62104	96573	98887	1963T	2806M	TOTAL
JAN	14.5	24.4	14.7	14.9	0.0	2.3	16.1	86.9
FEB	16.4	29.8	24.1	32.2	0.0	28.4	28.0	158.9
MAR	23.7	21.0	27.0	26.0	0.0	25.4	25.0	148.1
APR	23.6	22.6	31.0	26.8	0.0	25.9	20.9	150.8
MAY	36.5	35.2	41.1	44.9	0.0	1.7	26.8	186.2
JUN	46.5	35.2	45.3	36.1	0.0	0.0	29.8	192.9
JUL	74.7	53.6	59.4	27.5	0.0	44.2	50.6	310.0
AUG	63.1	44.3	34.0	75.7	0.0	45.1	30.3	292.5
SEP	35.5	20.1	73.5	68.4	0.0	50.0	24.2	271.7
OCT	25.1	59.7	65.8	47.9	0.0	33.3	40.2	272.0
NOV	23.9	38.3	60.8	41.4	0.0	8.7	35.0	208.1
DEC	18.2	25.6	22.5	34.6	20.7	29.2	23.9	174.7
TOTAL	401.7	409.8	499.2	476.4	20.7	294.2	350.8	2452.8

2020								
MONTH	89549	684SP	62104	96573	98887	1963T	2806M	TOTAL
JAN	0.0	24.8	0.0	0.0	24.9	30.7	38.6	119.0
FEB	0.0	33.7	45.5	0.0	56.1	21.4	27.6	184.3
MAR	0.0	43.9	53.3	0.0	44.6	0.0	34.8	176.6
APR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAY	0.0	52.3	64.7	0.0	59.7	20.2	37.7	234.6
JUN	8.7	64.2	68.8	0.0	70.8	25.9	44.8	283.2
JUL	30.2	53.7	53.9	0.0	48.0	30.4	52.1	268.3
AUG	17.2	26.9	58.7	0.0	75.3	22.6	37.8	238.5
SEP	40.2	55.7	42.2	0.0	38.9	29.9	12.7	219.6
OCT	20.8	39.0	56.7	0.0	66.3	25.2	19.3	227.3
NOV	27.0	42.7	41.1	0.0	51.9	10.0	44.3	217.0
DEC	20.2	18.7	24.4	0.0	41.5	10.4	32.6	147.8
TOTAL	164.3	455.6	509.3	0.0	578.0	226.7	382.3	2316.2

2021								
MONTH	89549	684SP	62104	96573	98887	1963T	2806M	TOTAL
JAN	31.2	23.0	43.7	0.0	11.6	15.6	25.1	150.2
FEB	24.3	24.6	40.4	0.0	32.3	16.5	28.8	166.9
MAR	21.3	28.8	81.4	23.1	90.1	32.7	43.6	321.0
APR	24.3	41.7	50.5	86.4	64.8	25.9	44.8	338.4

Yellow shading indicates the highest flight time for the month/year.

**338.4 hours of flight time & ~4060 gals of fuel in April!!**

Well challenge accepted! We set a new CLUB record, dating back to 2003. Great job and keep flying maybe we can set another new CLUB record?

# Electrical Systems

Nowadays, with everything from glass cockpits to auxiliary power outlets for iPads and phone chargers, there are more demands on the average aircraft's electrical system than ever before. Most General Aviation airplanes rely on an alternator to provide a steady, reliable source of electrical energy to power electrical components and recharge the battery.

## Electrical system components

The main components in an average airplane's electrical system are the battery, alternator, voltage regulator, bus bar and wiring.

The battery provides stored power for starting the engine. It also provides a reserve of electrical power in case the alternator malfunctions in flight.

The electrical bus bar provides a central point of power distribution to almost all electrical components (except the starter). The bus bar receives its power from the battery or alternator. Electrical components are connected to the bus bar through a circuit breaker or fuse.

## Electrical system specifications

The electrical system on most airplanes is either a 14- or 28-volt system. 14-volt systems have 12-volt batteries. 28-volt systems utilize 24-volt batteries.

The system voltage refers to an airplane's operating voltage, which is always higher than battery voltage. The system voltage has to be higher than battery voltage in order to recharge the battery.

Most airplane electrical systems are "single-wire," meaning that the airframe itself is used as a ground, eliminating the need to run two wires for a positive and ground connection to each electrical component. They are also DC systems, meaning that the components operate on direct current rather than alternating current (AC).

## Battery

Electrical energy stored in a battery provides a source of electrical power for starting the engine and a limited supply of electrical power for use in the event the alternator or generator fails

During operations at low engine RPM, the electrical needs must be drawn from the battery, which can quickly be depleted

## Master/Battery Switch

The electrical system is turned on or off with a master switch

Turning the master switch to the ON position provides electrical energy to all the electrical equipment circuits except the ignition system

Many aircraft are equipped with a battery switch that controls the electrical power to the aircraft in a manner similar to the master switch

## Alternator/Generator Switch

In addition, an alternator switch is installed which permits the pilot to exclude the alternator from the electrical system in the event of alternator failure

With the alternator half of the switch in the OFF position, the entire electrical load is placed on the battery

All non-essential electrical equipment should be turned off to conserve battery power



## How alternators work

Alternators generate electric current based on the principle of magnetic induction. Any time magnetic lines of force have relative motion with a conductor that is in close proximity, a voltage will be induced in the conductor.

Alternators have an electromagnet (called a rotor) that spins inside multiple windings of a conductor (called a stator). As the rotor spins, the varying north-south lines of magnetic force induce an alternating current in the conductor.

## Voltage regulator

Aircraft alternators are externally regulated by a voltage regulator (sometimes called an alternator controller), which is usually mounted either on the firewall in the engine compartment or under the instrument panel.



## Engine Starting:

When equipped with a split master switch, always start with the battery half of the switch in the ON position, and the master avionics switch should be off.

## Engine Shutdown:

Master Avionics switch should be OFF before pulling mixture lean. Once engine stops, turn mags to off, and master switch to off. Good practice is to place the keys on the dash.

## Night Flights:

Please remember to turn everything OFF (strokes, nav/landing/taxi lights, panel lights, etc.) before shutdown.

## REMINDER

Please report all concerns, questions, or problems to Chip Vignolini.

Call, Text or Email

(412)215-1225

[Chip.Vignolini@verizonwireless.com](mailto:Chip.Vignolini@verizonwireless.com)

Reference Sources:

<https://www.cessnaflyer.org/maintenance-tech/item/1306-alternators-electrical-systems.html>

<https://www.cfnotebook.net/notebook/operation-of-aircraft-systems/electrical>



## Treasurer's Report (Cont'd)

Inflows	-	36,427.01
Outflows	-	36,261.25
Net	-	165.76
Balance as of 4/1/2021		125,497.90
First Commonwealth bank loans:		
Balance	-	31,392.13
Rate	-	4.93%
Line of credit	-	25,000.00 Balance 0.00

Note: Off-field fuel reimbursement updated to \$5.40

David Shaffer moved and Frank Karzenowski seconded, The March 2021 Treasurer's Report is accepted as read.

- Motion carried.

### MAINTENANCE REPORT

N2806M had a Super 50-hour inspection; replaced both mufflers, serviced struts and reinstalled knob on co-pilot seat.

N684SP – The navigation light switch was replaced and navigation light wire repaired. The left main tire, flat spotted, was replaced; the nose strut and shimmy dampener were rebuilt.

N89549 - The carburetor was replaced. The S.A.T. Certification completed.

N96573 – Aircraft returned to full service. Continue to use Aeroshell 80 Mineral oil until Tach 2255.0.

N1963T – The nose tire and right main tire tubes were replaced. #1 Nav was repaired; the oil door latch was replaced.

N62104 is in Maintenance for Annual Inspection.

N98887 is in maintenance for 50-hour inspection.

April Maintenance – N684SP due for Annual Inspection, N3806M to be scheduled with the avionics shop for A/P repairs.

### PROGRAM

Ross Edmondson presented a very interesting video and narrative of some of his trip around the world. His trip was affected by the COVID-10 pandemic. His plane is in Australia waiting to resume his round-the-world flight. VP Vagias thanked Ross for his excellent presentation.

### SOCIAL & SNACKS TIME

VP Jake Vagias thanked Cindy and JP Smith for their Social Time and delicious food.

### ADJOURNMENT

Larry Schaefer moved and Jeff Kuzma seconded, "The April 2021 Meeting of the Condor Aero Club is adjourned."

- Motion carried.