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Photo Credit: Carrie Matvey

Congratulations Captain Matvey!

After teaching a significant number of Condor members to fly, earning her ATP, and flying as a First Officer, our own Carrie Matvey has recently earned her fourth stripe as Captain at Republic Airways! This is an incredible achievement, and we celebrate with her as she completed her first leg as Captain. Carrie's son Logan and Jason Jodkin joined her on the trip and were able to say hello on the flight deck.

Carrie's drive and determination have served her well and we're excited to see her continue to achieve more as she shares her passion for flight with others. Though we may not have the privilege of her instruction as frequently as we have in the past, keep an ear out as you board your next commercial flight in or out of Pittsburgh!

Congratulations Carrie!

Top Gun: Maverick – Coming May 27th!

After much anticipation, Top Gun: Maverick will finally hit theaters on May 27th. Many of our members have been anxiously waiting for this release and after 2 years of waiting, it's finally here!

After more than thirty years of service as one of the Navy's top aviators, Pete "Maverick" Mitchell (Tom Cruise) is where he belongs, pushing the envelope as a courageous test pilot and dodging the advancement in rank that would ground him. When he finds himself training a detachment of TOPGUN graduates for a specialized mission the likes of which no living pilot has ever seen, Maverick encounters Lt. Bradley Bradshaw (Miles Teller), call sign: "Rooster," the son of Maverick's late friend and Radar Intercept Officer Lt. Nick Bradshaw, aka "Goose."

Facing an uncertain future and confronting the ghosts of his past, Maverick is drawn into a confrontation with his own deepest fears, culminating in a mission that demands the ultimate sacrifice from those who will be chosen to fly it.



President's Corner

by Keith McPherson

Hi everyone! As I write this, our area has already enjoyed days in the 70's, and yet tonight, we're under a winter storm advisory, with temperatures expected to warm back up for the weekend. Welcome to spring! The good news is that many of you have already been taking advantage of the nicer weather and the evening daylight. Additionally, the Arrow should be flying by the first weekend in April, and although we did get the Dakota back from the avionics shop with its upgrade, a couple of shakedown issues were unfortunately found, and it is back at the shop. We hope to have it and the balance of the Fleet flying by mid-April.

The Club also continues to grow with several new members joining each month. We're no longer that "little Flying Club in Zelenople", we are over 200 total members with the majority flying aircraft. In order to maintain the high level of safety and availability our members expect, the Board implemented some changes to SkyManager to better manage the New Member onboarding process, Club currency, as well as checking out in new aircraft as the Fleet also expands. We are doing everything possible to make this transition as seamless as possible, yet we are working within the structure of the SkyManager tool itself, which does impose some limitations. Please be patient as these changes are rolled out. We will review them at the April meeting, as well as continue to update the membership via email and our monthly Aerogram newsletter.

Please take advantage of the spring weather, and get up in the air! As always, if you haven't flown over the winter and feel a bit rusty, please get with one of our instructors.

Fly Safely, Fly Often, 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!!!

- As the weather gets better, I'm sure we'll have some new wings!

General Club Meeting

The Condor Aero Club will meet on **Tuesday April 5th at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and more!

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!

Currency – Condor requires a base level of currency to check out aircraft. You must have logged (1) hour of flight and (3) landings in the previous (90) days to be able to check out an airplane. Schedule time with an instructor if you are not current.

Winter Seminar – To fly from November 1st to March 31st, each member must attend a Winter Seminar or obtain a sign-off from a club instructor. Please meet with an instructor if you do not have signoff on the winter seminar.

Dues and Insurance – 2022 dues and insurance have been billed to your account and were due on December 31st, 2021. Please ensure your account is paid for full flight privileges.

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 – FR dates are also maintained by the club. If your review date passes, flight privileges will be revoked until you complete your FR 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
<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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formal controller. I would encourage you take time to read through some of the standard communication patterns below and aim to tighten up your radio work. Not only will you become a better communicator while flying, but you will set a better example for pilots who hear your radio calls.

- FAA ATC Phraseology –
 - https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap4_section_2.html
- Nav Canada Phraseology –
 - (VFR) <https://www.navcanada.ca/en/vfr-phraseology.pdf>
 - (IFR) <https://www.navcanada.ca/en/ifr-phraseology.pdf>

Radio Technique:

- Listen before you transmit. Many times you can get the information you want through ATIS or by monitoring the frequency. If you have just changed frequencies, pause, listen, and make sure the frequency is clear.
- Think before keying your transmitter. Know what you want to say and if it is lengthy; e.g., a flight plan or IFR position report, jot it down.
- When you release the button, wait a few seconds before calling again. The controller may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting the transmitter for your frequency.

Contact Procedures:

- Initial Contact.
 - Name of the facility being called
 - Your full aircraft identification
 - When operating on an airport surface, state your position
 - The type of message to follow or your request if it is short
- Acknowledgement of Frequency Changes.
 - When advised by ATC to change frequencies, acknowledge the instruction

There are several other examples to review at the links above. Also, don't forget to review procedures if you lose your radio! The links above cover these scenarios as well.

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.

While preparing for a flight to Canada, I took some time to do some reading on some of the differences in Nav Canada phraseology and procedures. As a self-proclaimed nerd, I found it all very interesting and there are, not surprisingly, many similarities to ATC in the US. But more importantly, it was a great refresher on how we as pilots are expected to communicate with ATC.

Most of us are familiar with communication with ATC but at times, we can become sloppy or too informal in our radio calls. In most cases, this will not cause any incidents but where the problem lies is when we fly into busier airspace or end up working with a very

formal controller. I would encourage you take time to read through some of the standard communication patterns below and aim to tighten up your radio work. Not only will you become a better communicator while flying, but you will set a better example for pilots who hear your radio calls.

Plane Talk from our Chief Flight Instructor

by Greg Jarosz

Hello Condor Members- To fly, or not to fly: that is the question: Weather and NOTAMs aside, there are specific equipment, Instrument, and certification requirements listed in section 91.203 thru 91.209 of the FAR. These cover those items necessary for VFR, IFR, and Night flying for our GA aircraft. This is not to be confused with a Minimum Equipment List (MEL), which is for larger and mostly commercial aircraft, that permit them to fly with certain equipment inop. So, the next time you strap on an airplane and wonder if it is airworthy because an instrument or piece of equipment doesn't seem to be cooperating, take a look at the regs. It will help make that decision for you. And don't forget to contact our Maintenance liaison (Chip) to update him on the airplane's status after you Squawk the discrepancy.

Think Fast, Move Slow, Fly Safely.

Member Spotlight – Meet Chris Syposz!

What certificates/ratings do you hold?

I hold a Single Engine Land private certificate

How many hours do you have?

I have about 120 total hours

How long have you been flying?

I received my private pilot certificate when I was 18

When did you join Condor?

I joined Condor last June

What prompted you to look skyward?

I'm a little embarrassed to say, but the answer is Microsoft Flight Simulator haha. However, I also don't know anything that better melds technology, from the mundane to the cutting edge, with the universal human longings for freedom and adventure.

What is your favorite part of flying?

The view

What is your next aviation goal?

My next goal is training in the Piper aircraft (and complex/high performance endorsements), after that, gliding and taildraggers

What is your favorite aircraft?

I'm partial to N96573. Outside of Condor, it would be the Avro Arrow

Any words of wisdom to share?

The old saying, "Never Run Out of Altitude, Airspeed, and Ideas at the Same Time," carries a lot of wisdom



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!

- Joseph Thompson
- Eric Thomason
- Brad Herbert
- Michael Stand
- Dean Roberts
- Breckin Himmler

Upcoming Events

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

- KRVL – Fly-In Breakfast, every second Saturday of the month
- KCBE – Fly-In Breakfast, last Saturday of the month during the summer
- N56 – Fly-In Breakfast
- Other Fun Trips!
 - WV08 – Island Airport in West Virginia
 - 8N1 – Grimes Airport in Bethel, PA, home of the Golden Age Air Museum

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Please share your pictures as well!

[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 (P28A) - \$110 |
| N1963T (P28R) - \$120 |
| N4335M (P28B) - \$140 |

Off field fuel reimbursement:
\$5.95/gal

Member Checklist

Remember the following items!

Shutdown:

Avionics Master.....Off
Lights.....All off except beacon
Mixture.....Cutoff
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 Aviation Services

700 Tasa Drive,
 Zelienople PA 16063

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.



Feb. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

50-hour inspection completed. Replaced left main tire, serviced the nose strut, replaced left skylight

N96573:

Annual inspection completed, new main tires, new aileron hinge, repaired engine baffling.

N98887:

New Tach cable installed.

N684SP:

New starter installed

N2806M:

Co-Pilot mic jack repaired (new bracket), serviced struts, standby vacuum cable checked

N4335M:

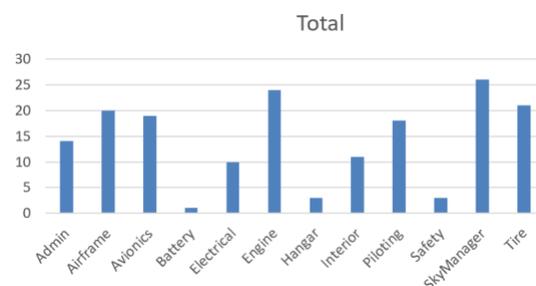
N1963T:

Please Continue to Email or Text me with all Issues:

I'm not in the clubhouse every day and information written on squawk sheets may get missed.

More importantly, if an aircraft needs to be grounded, we need to know as soon as possible to avoid any other members taking it by mistake.

I do record every issue in excel, so we can trend reported problems, track recurring issues, etc.



This issue

Maintenance Update **P.1**

Flight Times, Cowl Plugs, Spring Operations **P.2**

Maintenance Summary and Q&A **P.3**

Mar. Planned Maintenance:

N89549:

Finish annual and test fly

N96573:

N98887:

N62104:

N684SP:

Annual

N2806M:

Annual

N4335M:

Finish Avionics (phase 1).

N1963T:

(2) cylinders and finish 50hr 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, chipvig@gmail.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 issues 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

Taxiways:

Please **DO NOT** taxi around the end of the hangar rows to the west nearest the road. This area is not marked, nor wide enough, and was never intended to be a taxiway.

Also, please remember to do all pre-flight & briefing activities in the hangar, so when you pull the plane out you can close the hangar door and expedite engine start and taxi clear of the chute for other planes.

Spring Flying Tips:

Keep an eye on the crosswinds. If they exceed your personal limitation, please divert to another airport. KBTP is an excellent option; usually crosswinds in KPJC are headwinds at KBTP.

Once there call myself or another Board Member and we'll make arrangements to get the aircraft back to KPJC

Engine Heaters:

Soon we will be halting plugging the aircraft in overnight. But given the recent low temps, please wait till you see an email from me.



Proper Installation of Cowl Plugs:

This continues to be a problem. It's always important to ensure the cowl plugs are installed correctly after every flight. This helps to keep the engine warm, birds out, etc. I realize we hangar the planes, however we have birds in the hangar, and it's good practice when off-field.

The cowl plugs should be inserted with the lettering facing outward (you can see it), and the zipper to the back. They should form a seal around the opening to keep the heat IN and birds and foreign objects out!

The strap should be on the outside of the prop, so if a pilot forgets to remove during preflight, the prop would rip the plugs out. There have been NTSB reports where the plugs were sucked into the engine because the strap was under the prop.

Flat Spotted Tires:

We continue to see a high number of flat spotted tires. Please be sure to land with your heels on the floor! 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.

Aircraft 'check-out':

It doesn't seem like a major violation, right? Unfortunately, it is, you could have just departed with an airplane that was grounded and never squawked! A HUGE safety concern, and one of the things that keeps me up at night.

Our clubhouse is unattended, and as members report problems, we may need to ground an aircraft over the phone. Within Skymanager, the plane N number is **bolded RED** and you cannot check the plane out. But the paper squawk may not have been updated.

If you fail to 'check-out' the aircraft, you would never know!

Unfortunately, this has occurred (10) times in the last year that I'm aware of, and luckily without incident.

I'm not trying to be a PITA, just making sure everyone is safe!

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:

| 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 | 456.6 | 509.3 | 0.0 | 578.0 | 226.7 | | 382.3 | 2316.2 | |

| 2021 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--|
| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 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 | |
| MAY | 33.0 | 42.8 | 48.3 | 109.6 | 84.7 | 12.7 | | 60.0 | 391.1 | |
| JUN | 35.6 | 66.5 | 60.7 | 81.4 | 54.3 | 25.9 | | 33.3 | 357.7 | |
| JUL | 0.0 | 44.3 | 28.9 | 68.3 | 53.9 | 40.1 | | 33.6 | 269.1 | |
| AUG | 0.0 | 35.5 | 80.1 | 41.4 | 54.4 | 20.9 | | 9.7 | 242.0 | |
| SEP | 0.0 | 38.3 | 65.2 | 0.0 | 70.7 | 42.6 | | 70.9 | 287.7 | |
| OCT | 0.0 | 37.7 | 49.5 | 40.4 | 11.6 | 24.4 | 14.3 | 38.1 | 216.0 | |
| NOV | 0.0 | 55.9 | 51.9 | 53.2 | 58.7 | 28.5 | 10.6 | 54.8 | 313.6 | |
| DEC | 0.0 | 50.7 | 39.6 | 49.2 | 41.3 | 9.7 | 26.9 | 53.4 | 270.8 | |
| TOTAL | 169.7 | 489.8 | 640.2 | 553.0 | 628.4 | 295.5 | 51.8 | 496.1 | 3324.5 | |

| 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 2806M | TOTAL | |
| JAN | 0.0 | 85.1 | 26.2 | 64.7 | 15.1 | 0.0 | 4.1 | 49.3 | 244.5 | |
| FEB | 0.0 | 40.1 | 62.0 | 47.1 | 38.9 | 0.0 | 0.0 | 52.9 | 241.0 | |
| MAR | | | | | | | | | 0.0 | |
| APR | | | | | | | | | 0.0 | |
| MAY | | | | | | | | | 0.0 | |
| JUN | | | | | | | | | 0.0 | |
| JUL | | | | | | | | | 0.0 | |
| AUG | | | | | | | | | 0.0 | |
| SEP | | | | | | | | | 0.0 | |
| OCT | | | | | | | | | 0.0 | |
| NOV | | | | | | | | | 0.0 | |
| DEC | | | | | | | | | 0.0 | |
| TOTAL | 0.0 | 125.2 | 88.2 | 111.8 | 54.0 | 0.0 | 4.1 | 102.2 | 485.5 | |

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



Maintenance Summary:

We are flying an incredible number of hours! This is our 10th consecutive month with 200+ hours per month.

The high hours and extreme temperatures correlates to a lot of wear and tear on the aircraft.

If we're averaging 40-60hrs/month, per aircraft, that means we're bringing in each one for a 50hr or 100hr approximately every 30-45 days.

We're doing our best to keep up, and I appreciate everyone's patience and support.

Our goal is to have 63T, 4SP, and 549 back online before April's meeting.

Some other quick updates. Just like every industry, we're experiencing long lead times on parts and services. For example, during the inspection of 63T, we found (2) cylinders that did not pass compression checks. Which means we needed to remove the cylinders and send them off for machining. Historically this would typically take 10-14days. But when Jason starting calling shops, either they were not accepting new work or estimating 6-8mos. Jason finally found a shop in Florida, that estimated 3wks, but in reality, it took 6wks. So, it's important to consider these intervals, and time to repair intervals.

N2806M is another instance where we cannot find replacement parts for the interior panel lighting (i.e., Rheostat Switch). Piper has discontinued the part number with no superseding part. This only leaves salvage yards or after-market solutions with an approved STC. We have been researching the best solution and hope to have that completed soon.

In the interim, **please be sure you have your headlamp/flashlights for any night flight.** The overhead red instrument light is working, and a few of the instruments also have lighting, however the panel lights are still INOP.

N4335M was returned to service, then pulled again due to issues with the Attitude Indicator and Auto-Pilot.

We have replaced the Attitude Indicator, but are still struggling with AP. The initial thought was we could INOP AP and continue to fly, but since then we ran into a G5/HSI failure, and the trim wheel doesn't appear to disengage when AP is INOP. We will send out updates as things progress.

I want to assure everyone, we take Safety & Maintenance very seriously. Every squawk is reviewed, the aircraft checked/inspected and either returned to service or grounded until the repairs are made. An aircraft is never knowingly returned to service that is unsafe or doesn't comply with FAR/AIM.

Intermittent problems are the most challenging to identify and resolve. And sometimes you may see squawks repeat.

Recently, I was notified the cowling oil inspection door wouldn't stay closed, I immediately thought that's impossible, Jason just rebuilt the latch plate and gave me the update. However, upon inspection, it was now the striker that actually wore out. This was within a week of the first repair Jason made.

Lasty, Please **NEVER** hesitate to squawk something you feel is relevant. It's safer for everyone if you report a problem and have Jason look at it. Even if it turns out to be nothing, it's still the behavior we want to encourage and foster.

This Month's Q&A

Last month at the membership meeting a question was asked, "what can we do as members to help Jason with the volume of work, etc." Jokingly I responded, "quit breaking airplanes!" I've given this a lot of thought ever since, and even though it was sarcastic, there is a bit of truth to it. Please treat these aircraft as owners and not renters. What I mean by that is, take care when handling, flying, stowing, and cleaning (all aspects of your interaction).

In a previous maintenance column, I used the seatbelts being too tight in N62104, recently noticed the vinyl is now cracking in that exact spot. The entire interior was just replaced back in 2019 so it's only a few years old.

Please don't be afraid to speak up if you see something not being done correctly. It's been my experience the offender is probably a new member and didn't know any better. The feedback is often appreciated. If you feel uncomfortable, please let me know and I'll address it with the member.

I can't stress enough, and you've probably already read it several times in this newsletter, but I need everyone that squawks an aircraft to send me an email or text. I can't be in the clubhouse every day, and having the information immediately helps ensure we start addressing the problem and ground the aircraft if necessary. It also reduces the impact to other members (ex. Showing up for a reservation and the airplane can't be flown).

REMINDERS:

Skymanager:

Please don't forget to 'check-out' your reservation in SkyManager prior to preflight.

This is the only way to catch if an airplane has been grounded!

Problems can be reported and planes grounded over the phone, without squawk sheets being updated.

Report Problems:

I track all reported problems, and address issues 1on1 as much as possible. It's also used to catch recurring problems throughout the year.

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

Call, Text or Email

(412)215-1225

chipvig@gmail.com

CLASSIFIEDS

*Have something to share with the club?
A new tenant on the field, something you're looking to sell, an event you want to fly into,
even just a comment to share, we'd love to hear from you!
Send your content to [the editor](#) for publication!*

Submitted by Jay Patrikar

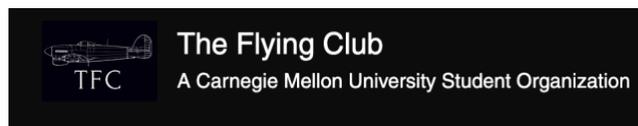
The Flying Club (TFC) at CMU

We are hoping to create an aviation community targeted more towards college students in the Greater Pittsburgh Area. We are less than a year old but boast a strong membership of over 100 members. I would love for other Condor members to know about us and support us. We regularly hold meetings and I think TFC can benefit from the huge knowledge base at Condor!

Check us out - <https://www.cmuflyingclub.org/>

We were also featured in CMU News:

<https://www.cmu.edu/piper/news/archives/2021/june/flying-club.html>



Submitted by Kenneth Millett

Air Ambulance Needs Pilots!

Pilots are required to have a commercial multi rating and meet hour minimums to qualify.

Learn more – <https://www.airambulanceworldwide.com>



CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

February 1st, 2022

Look for March meeting minutes in next month's newsletter

Please note, meeting minutes are not published until they are approved at the beginning of each club meeting (i.e., March meeting minutes are approved at the April meeting)

CALL TO ORDER

President Keith McPherson called the February Meeting of the Condor Aero Club to order at 8:00 p.m.

President Keith welcomed visitors and asked them to stand and introduce themselves.

MINUTES

Mike Bruce moved and Fred Gropp seconded, "The Minutes of the January Condor Aero Club are approved."

- Motion carried.

READINGS - 1ST Reading Joseph Larsen

Naomi Wigley

Jack Zalmznek

2ND Reading Gary Malinko

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of February 1, 2022:

Accounts Receivable - (\$60,646.31)

Total Cash Checking Accounts

Beginning balance - 50,579.44

Inflows - 48,188.50

Outflows - 49,235.48

Net - (1,046.98)

Balance as of 2/1/2022 - 49,532.46

FIRST COMMONWEALTH BANK LOANS

Balance - 12,854.84

Rate - 4.93%

Line of credit - Line: \$25,000.00

- Balance: \$10,000.00

Note: Off Field Fuel Reimbursement stays the same: \$5.40

MAINTENANCE

N62104 Had the Tachometer cable replaced; Reinstalled the #1 Nav/Comm after repairs.

N2806M had the left main tire tube replaced.

N684SP had the strobe light flash tube replaced.

N1963T – waiting for shipment of a cylinder.

N96573 had a Super 50-Hour Inspection.

N4335M had a 50-Hour Inspection; new tire and tube; new engine preheater; had the right brake caliper and engine baffling repaired.

N98887 is in Annual.

PROGRAM

Jan and Linda Lewis have created the “Lewis Freedom of Flight Scholarship Program.” The program will be administered through the Condor Aero Club. Applications must be received from January 1, 2022 to June 1, 2022. Jan explained the scholarship.

Jan Lewis explained Vso, Vsi, Vx, Vy etc, performance of an airplane. Jan, a former military pilot and ATP Airline pilot, told the pilots to always be aware of the limits of the airplane to be safe.

President Keith commended Jan and Linda for the scholarship program to help pilots become better pilots.

President Keith thanked Cindy and JP Smith for their contribution of the delicious food.

ADJOURNMENT

Bob Belsterling moved and Jeff Kuczma seconded, The February 2022 Regular Meeting of the Condor Aero Club is adjourned.”

-Motion carried.