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Captain Larry

by Jake Vagias

At the April Condor membership meeting, long time Condor member Larry Schaefer recited a poem he recently penned, reflecting his feelings on flying after 60+years as PIC. The poem is posted below for your own consideration as why you too, love to fly.

Larry began as a student pilot in 1959 at a flying club, similar to Condor, while serving in the USAF at Eielson A.F. base, Alaska. After discharge in 1963, he resumed flying General Aviation at BVI, earning ratings thru MEL-CFI. A year later, Larry began flying charter and flight instruction for now defunct, Shawnee Airways. His flying career really accelerated in 1966, this time with Allegheny Airlines, later to become US Air, then US Airways, flying Convair 440's, Convair 580s, Fairchild F27s, then to jet aircraft DC-9s, B-737s, B-757s, and finally the B-767 on international routes. Larry's professional flying career ended at age 60, as then required, on Aug. 30, 2000, exactly 40 years to the day of his first solo flight. His final trip was PIT to Paris and back for his final landing. Larry's son, Matthew, accompanied him in the jump seat on that final flight. This became his most memorable flight of all those he ever made, as sadly, he lost Matthew to cancer in 2009.

Life goes on and flying post airline career for Capt. Larry as a GA pilot resumed in earnest when he joined Condor in August 1971 being checked out in N23183, a Cessna 150. In 2003, Larry became heavily involved in the EAA Young Eagles program through which he personally introduced 589 young kids to the world of aviation, generously giving of his time and expense for the benefit of the kids. The COVID epidemic kept him from reaching 600.

Always the consummate pilot, in 2021 at age 80, Larry made a pilots' most difficult go/no go decision. Advanced hearing loss, even with a hearing aid, brought Capt'n Larry to conclude the safety of others was most important, and thus chose to end his time as PIC.

When asked what he would like to convey to the Condor membership Larry had two thoughts: "Condor Club is like family, we are a close group, always has been and thanks Jason for keeping the planes safe".

Larry will be happy to ride with anyone needing a flying companion. His contact information can be found on Skymanager. For now, Larry and his lovely wife, Sharron, continue to enjoy each other and family.

Next time you see Capt'n Larry, give him a nod and congratulatory handshake.

LAST FLIGHT

GOOD MORNING
 This is your CAPTAIN
 We are cruising at FL 390.
 the sky is clear ...
 the Air is smooth ...
 the stars are twinkling high above the darkened North Atlantic.
 The sun begins to rise in the eastern sky,
 shooting its golden rays skyward to brighten the day
 and warm the earth.
 Descending now to a distant Land, under the touch
 of my gentle hand.
 Crossing the threshold of the runway below, a gentle
 tug raises the nose
 while caressing the throttles back to close, allowing
 the wheels to ever so softly kiss the pavement below.
 Rollout is done my flight is complete, I am reluctant to
 Leave my seat.
 Oh how I love it so !!!
 Capt. Larry Schaefer
 USAirways Ret, 2000



President's Corner

by Keith McPherson

Hi everyone! The nice weather has finally arrived! With the warmer weather and the majority of the fleet back online, there's quite a bit of flying going on, and this is great.

I'd like to thank everyone for their patience with the closure we've been having as well as operating out of Butler County. This being the third (and hopefully last) year we've had to do this, most of us know the routine. The latest update is that the construction will continue into mid-May, when at that time KPJC will re-open for daylight operations until the runway lighting is completed. Last but surely not least, I'd like to make a special call-out to Chip Vignolini, who has been coordinating the Butler operations again this year. Thanks, Chip!

As is common this time of year, if you haven't flown in a while, or just want to get a refresher, get with your instructor and "blow the dust off". We're looking forward to a full season of flying with a brand-new extended runway!

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 May 3rd 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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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.

Some pilots love flying into new destinations. The thrill of seeing something new, the challenge of a new airport and unfamiliar surroundings, and the feeling of accomplishment when you can add a new identifier to the logbook. Other pilots love the familiarity of their home field, seeing the changing of the seasons close to home, and the comfort of a known flight plan. In both cases, the situation will arise at some point where we will fly into a new airport for the first time. In the case of the exploring pilot, this of course will happen much more often! Regardless of the frequency, what do you do to familiarize yourself with the new airport and its surroundings? Below are some options to consider.

- First and foremost, remember the A/FD!
 - Every open-to-the-public airport has an entry in the A/FD so start here. Remember back to your training when you sat down with your instructor and read through these entries.
 - A lot can be learned, including airport location (Lat/Long coordinates and distance/direction to the nearest town/city), runway information, services, remarks, communication and navigation information, weather sources, even contact information for the airport manager!
 - The entry will also list the sectional chart sector in which the airport is located. You do have updated charts (paper or electronic)... right??
- AirNav.com (and other online databases)
 - In addition to the A/FD information, sites like AirNav.com provide fuel prices, local services (hotels, rental car options, etc.), FBOs, and a spot for comments from other pilots.
 - This can be very valuable to see if an airport is GA friendly, potentially has a crew car available, and other information.
- ForeFlight (and other EFBs)
 - In an era of electronic flight bags, apps like ForeFlight consolidate information from many sources (including the A/FD).
 - EFB apps will also pull in fuel prices, FBO data, landing fees, and contact information for both the airport and FBOs.
 - Personally, I find the user comments extremely valuable to gather more information on an airport. Other pilots will comment on runway surface (i.e., broken concrete, or recently resurfaced ... someone will need to post a comment when PJC is complete!)
 - Approaches, airport diagrams, and other chart supplements are also available to give you data you need to become familiar with obstacles and airport surroundings.
- YouTube (yes, YouTube!)
 - Pilots like to share their flights with anyone who will listen (or watch) and they post a lot of content on YouTube.
 - Run a quick search on the airport identifier and see what you can find. These videos can provide a great look into the visual sight picture you will have when approaching the field.
 - **REMEMBER:** check the date on the videos. They may be several years old, and in another season. The field may look very different during your flight!
- Other Pilots
 - Talk to other pilots or post in a community forum! There's nothing better than hearing firsthand from another pilot on what to expect.

Plane Talk from our Chief Flight Instructor by Greg Jarosz

Hello Condor Members- See and be seen in the traffic pattern. Have you ever forgotten a position call in the traffic pattern? Absolutely! We all have. Here is a technique that might help you remember. Make your calls when you have your wing up making your turns. "Zelienople traffic XXX turning 45 to left downwind runway 35 Zelienople"; "Zelienople traffic XXX turning left downwind runway 35 Zelienople"; "Zelienople traffic XXX turning left base runway 35 Zelienople"; "Zelienople traffic XXX turning..... well, you get the idea. When you have your wing up in the turn, the planform of the airplane is a lot more visible to other pilots in the pattern. Plus, it gets you into the habit pattern (no pun intended) of making a radio call when turning. Be seen out there! Make yourself big and let them know! Think Fast, Move Slow, Fly Safely

Member Spotlight – Meet Allie Collins!

What certificates/ratings do you hold?

Commercial Multiengine Instrument

How many hours do you have?

675 hours

How long have you been flying?

Almost 5 years

When did you join Condor?

Since September 2017

What prompted you to look skyward?

My dad was taking flying lessons and took me along for a ride. We landed in Butler and his CFI let me fly. I was immediately hooked and started taking lessons a month later.

What is your favorite part of flying?

The views, the freedom, the challenge, & the \$100 peanut butter pie at TSO... I love everything about flying.

What is your next aviation goal?

ATP and flying jets!

What is your favorite aircraft?

I love flying our company's Seneca III but feel most comfortable in 06M.

Any words of wisdom to share?

I started flying at 30 and quit my job as a teacher to pursue flying full time at 33. It's never too late to follow your dreams. Also, always verify your fuel type!



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!

- James Winnier
- Michael Gaither

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 Sunday of the month during the summer, come hungry!
- 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
 - CYTZ – Billy Bishop Toronto City Airport

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) - \$84
N98887 (C172) - \$110
N96573 (C172) - \$110
N62104 (C172) - \$110
N684SP (C172SP) - \$115
N2806M (P28A) - \$115
N1963T (P28R) - \$125
N4335M (P28B) - \$150

Off field fuel reimbursement:
\$6.65/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.



Mar. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N96573:
Replaced tach cable and serviced shimmy damper

N98887:

50hr completed and replaced starter

N62104:

replaced starter, ELT battery, and oil temp/pressure gauge and new probe

N684SP:

Annual inspection completed. New spark plugs and magneto. New nose wheel and left main tire. New nose wheel bearings and vacuum filters.

N2806M:

Super 50hr completed. Replaced dimmer for overhead instrument light. Repaired co-pilot mic jack. Serviced struts. New tube on right main.

N4335M:

N1963T:

Super 50hr completed. Replaced (2) new cylinders. Replaced nose wheel tire and tube.

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**

Apr. Planned Maintenance:

N89549:

N96573:

50hr inspection

N98887:

50hr inspection

N62104:

50hr inspection

N684SP:

N2806M:

N4335M:

Auto-pilot and avionics troubleshooting.

N1963T:

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

Considerate to other Members:

Please clean up the aircraft after your flight. Take your trash with you, and make sure to wipe down the leading edges, front of the cowl, and the windshield.

No one, including YOU, wants to show up to an aircraft left in disarray. Cleaning it once per flight is enough, no one wants to clean it before you leave and when you return.

What's required prior to Preflight and Departure?

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

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!

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 its 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.

Missing Check-Lists and Gust Locks:

Please do not remove the Check-List and Gust Locks from the aircraft, and if you happen to take it with you by mistake, PLEASE RETURN IT!



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	455.6	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	0.0	60.8	73.7	97.5	1.4	12.7	58.1	304.2	
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	149.0	185.5	151.5	1.4	16.8	160.3	789.7	

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



Maintenance Summary:

We are flying an incredible number of hours! This is our 13th consecutive month with 200+ hours per month. And that's with two aircrafts down and two aircrafts partially down for March.

The transition to KBTP has gone pretty well. But the recent cold temps are playing havoc with early morning flights. Please be sure to follow the cold weather starting procedures.

A few things I'm still seeing;

- The latching mechanism should always be closest to the plane. This is the easiest way to snug up the straps.
- The shortest strap should be used on the tail. Not sure how, but someone was able to make the short strap work on one of the wings.
- Proper installation of the cowl plugs
- Trash in the aircraft (empty oil containers, drink bottles, etc.)

Everyone is adjusting, and I'm seeing a huge improvement over all.

It's very rough on an aircraft sitting outside 100% of the time. Rain, which we've had a lot of this spring, finds its way into all sorts of places. If you notice anything unusual, please do not hesitate to reach out for a second opinion.

I also want to touch on fuel samples again. This is a critical step of the 'pre-flight'. Recently members have found water in the samples, and it could either be a result of rain, condensation, or new fuel deliveries. Regardless **ALWAYS** check your sample points.

Another real challenge is performing maintenance on the ramp. We are capturing all squawks but may defer non-critical items until we get back to KPJC.

Some of the open items we are aware of:

N96573 – pilot side door will not lock (the pin isn't long enough to reach the handle). Please continue to lock the baggage compartment. The gust lock is missing.

N2806M – Oil inspection door on the cowling is broken. We are attempting to keep it closed with tape until we can get it repaired. Missing check-list has been replaced, and new cowl plugs installed.

Instrument panel lighting isn't working. The overhead instrument light and individual instrument lights still work (650 is extremely bright). Please make sure to have a flashlight for night flights.

N62104 – Pilot side window lever is missing and the window will not stay open.

N98887 – Passenger side window lever is missing and won't stay on.

N1963T – Pilot side PTT and center console mic are not working. You will need to use the co-pilot jack and PTT switch. We are troubleshooting between reservations.

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

Ever wonder how the Hobbs differs from the Tach?

Think of Tach time and Hobb's time as clocks that measure important functions of your aircraft. Tach time measures revolutions of the engine per minute while Hobb's time measures how long an aircraft has been in use.

The Tach is a mechanical measurement. There's a cable from the back of the Tachometer to the engine block.

The Hobbs meter is connected to an oil pressure switch, and can either be energized by the master switch or wired to be constantly hot. Condor aircraft are always hot. So as the oil pressure builds (even during engine cranking), the Hobbs will increment.

Hobb's time can be somewhere between 10-20% more than Tach time depending on what kind of flying you're doing. This is since your Hobbs meter clicks at tenths of an hour no matter what. Tachometers vary depending on the aircraft's cruising RPM and what engine is doing.

<https://doublemaviation.com/hobbs-time-vs-tach-time/>

<https://singleenginepilot.com/what-is-the-difference-between-tach-time-and-hobbs-time/#:~:text=How%20They%20Work,aircraft%20has%20been%20in%20use.>

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

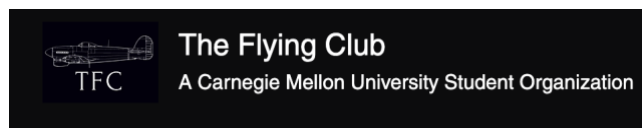
The Flying Club (TFC) at CMU

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>



MAINTENANCE

There wasn't a maintenance report available. A member questioned when the N89549 and N1963T will be back on line. Maintenance officer Chip Vignolini responded, "They will be back on-line next week."

A seminar for the Dakota will be held Saturday, the 5th of March. Those interested in flying the Dakota are urged to attend. The Dakota has more features that need to be understood prior flying it.

PROGRAM

Delia Mannen presented a very interesting slide show and narrative, "Flights in the Western United States." Delia was really impressed with the flying conditions in the Western states. The slides were beautiful and the discussion was extremely well received.

Delia answered questions for the members.

President Keith thanked Delia for the program.

Keith McPherson thanked Cindy and J. P. for the delicious food they had prepared.

ADJOURNMENT

Ed Sattely moved and John Mueller seconded, The March 2022 Regular Meeting of the Condor Aero Club is adjourned." - Motion carried.