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Photo Credit: Heather Wright

Congratulations to the Lewis 'Freedom of Flight' Scholarship Winners!

The Lewis "Freedom of Flight" Scholarship was established in 2021 by long-time Condor Aero Club members, Jan and Linda Lewis. Jan has been afforded tremendous opportunities in aviation through his extensive and accomplished career. His and Linda's passion for excellence in aviation is infectious. They established this scholarship to support aviators with great dreams and strong desires with the ability to reach into the skies.

We'd like to congratulate the following winners of this year's scholarships!

Meaghan Kelley Megan Marley

Look for these Condor members as they pursue their certificates and additional ratings! Best of luck!

Cleared Direct SKWKR, Fly the JJEDI TWO Arrival

The fix is named what?! Across the US, the waypoints used to identify instrument arrivals, departures, and approaches show the rarely seen lighter side of the FAA. Instrument pilots follow these procedures and can enjoy some of the more comical naming conventions, often tied to the city they terminate in. For example, Pittsburgh has shared our love of sports with all pilots in the area: PYRAT (Go Bucs!) and LEMEW (Let's Go Pens!), along with FLURY, MLKIN, GUINZ, CYDNY, and CRSBY. And of course, we introduce our accent with YINZZ.

Here are some other fun ones:

- JJEDI TWO Arrival into Atlanta tips it's hat to the Star Wars universe: SKWKR, MELNM, EEWOK, HOTHH, LAYUH, FLKNN, CHWEE, BBFET, XWNNG, WOKIE, and JJEDI
- PIGLT SIX Arrival into Orlando calls out our Disney favorites: HKUNA, MTATA, JAZMN, JAFAR, PIGLT, RFIKI, and TTIGR
- RNAV (GPS) RWY 16 at KPSM has the following approach fixes (yes in this order!): ITAWT, ITAWA, PUDYE, TTATT ... and of course the missed approach fix IDEED
- Any many more!
- Read how fixes are named from this Bold Method article:
 - [How Instrument Procedures And Fixes Are Named](http://www.commonplacefacts.wordpress.com)



President's Corner

by Keith McPherson

Hi everyone, summer is almost here... that means warmer weather, longer days, and yes, haze, and thunderstorms. It's a good time to review summer weather conditions that pilots will encounter. Our Safety Officer, Alan Connor, recently sent a note about the latest issue of "Bold Method", an online Aviation and Flight Training website, www.boldmethod.com. In the May article are two great summer flying articles, one talking about "Flying Underneath a Thunderstorm" and the other "Hot Weather Flying Tips". Please check them out, and thanks, Alan!

Also, on behalf of the Lewis "Freedom of Flight Scholarship" committee and the Condor Board, it's my pleasure to announce that **Meaghan Kelley** and **Megan Marley** are the 2023 scholarship award recipients. Congratulations to Meaghan and Megan, both of whom will be starting their Private Pilot Certificate training in pursuit of their aviation dream. Best wishes to you both!

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!!!

- Anna Beck – Instrument Airplane – May 10th, 2023
- Max Fancher – First Solo – May 18th, 2023
- Jessica Miladinovich – Certified Flight Instructor Instrument – May 23rd, 2023

General Club Meeting

The Condor Aero Club will meet on **Tuesday June 6th 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!

Condor proudly sponsors the Lewis Freedom of Flight Scholarship and we would like to keep it moving year after year! To help fund this account, we will hold a 50/50 raffle at club meetings. This 50/50 will start at the next meeting. \$1.00 for 1 ticket / \$5.00 for 6 tickets. Participation is not required but is encouraged!

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 blocks 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 – 2023 dues and insurance have been billed to your account and are past due. 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.

If you've been to the Condor hangars in the last few weeks, you will notice some new additions to the hangars, both inside and out! Lead in lines are being painted up and into the hangars to help align aircraft when pushing them back in. This will help ensure aircraft are pushed into the hangar straight to avoid accidental hangar rash or other damage.

The two outside lines are set 4 inches beyond the width of the main gear. Keep the main gear inside the lines, align the nose wheel with the center line and you'll be in good shape! The reflective tape is still in place for tail alignment, use what works best.

There are also perpendicular marks on the hangar floor to indicate how far back the aircraft should be pushed. There is no need to push the aircraft any further into the hangar. Additional curb stops will be added for the nose wheel as well. Please **DO NOT MOVE** the curb stops!

Please let us know what you think! We are working to complete the final 3 hangars, we're open to feedback to make this as helpful as possible. Big thanks to JR Vickerman for doing this work!



Plane Talk from our Chief Flight Instructor

by Jake Vagias

Here you are, are cruising along at 5,500' and the engine starts to falter, losing power. From your training you recall; first aviate... keep the plane flying while you sort out the problem, then develop a plan of action. Trim for the best glide speed (V_g), apply carb heat, if applicable, turn in the direction of a possible emergency landing site, squawk 7700, broadcast MAYDAY on 121.5 and refer to emergency checklist.

Sounds good but, what is V_g for the aircraft you're flying? It's not indicated on the airspeed indicator, it's not placarded on the panel... so just what is V_g speed for your aircraft? From PPT training you recall V_g is the airspeed which with power loss will give you the greatest distance or longest time in the air. Typically, it is a speed (check your POH) halfway between V_x (best angle of climb) and V_y (best rate of climb).

So, get your CFI in the airplane you normally fly and do some experiments on a dual flight. Start at V_y or manufacturer's recommended best glide speed with power-off... remember carb heat (if applicable), and note the speed vs rate of descent. Adjust pitch for the highest speed forward that will give you the lowest rate of descent rate, that's V_g .

For practice, it's good to practice power off forced approaches and landings at typical aircraft weight at various airports. You'll want to reach a key position on base followed by flaps and gear to configure the airplane for landing. Then, fly final approach at $1.3 V_{so}$.

Happy landings, and be sure to include V_g with your next preflight considerations.

Member Spotlight – Meet Joe Larsen!

What certificates/ratings do you hold?

Commercial Pilot ASEL & AMEL
Instrument

Advanced Ground Instructor

How many hours do you have?
310

How long have you been flying?
Since August 2020

When did you join Condor?
February 2022

What prompted you to look skyward?

Looking groundward from the window seat as a kid. I loved how far and how much you could see.

What is your favorite part of flying?

I love having a mission (overnight trip, Pilots n Paws, taking family up sightseeing) and using all the tools available and skills I've built to accomplish it.

What is your next aviation goal?

Earn my CFI rating and my first dollar as a commercial pilot!

What is your favorite aircraft?

Vought F4U Corsair. Condor aircraft? 1963T. It looks so cool with the gear up.

Any words of wisdom to share?

Challenge yourself to avoid becoming complacent.



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!

- Ryan Beck
- Bryan Branby
- Kirk Harris
- George Lupinacci
- Terri Raabe
- Frederick Settino

NOTE: Membership decision for new students is he/she must have an instructor and the availability of an airplane. A "Waiting List" will be established. Any member desiring to have instruction for an advanced rating will be first. The rated pilots desiring to become Condor Aero Club members will be put on the waiting list.

Upcoming Events

Mark your calendars for these upcoming aviation events!

- KSEG – Penn Valley Airport Community Day Fly-in – June 3rd
- KMRT – Saturday BBQs – June 24th, July 22nd, August 26th
- KLHV – Sentimental Journey – June 20th-24th
- 5A1 – Food Truck Fly-In – July 15th
- KOSH – EAA AirVenture (Oshkosh) – July 24th-30th
- KRVL – Fly-In Breakfast – every second Saturday of the month
- N56 – Fly-In Breakfast
- Reno Air Races – September 13th-17th
- 4G1 – WAD South – October 6th-9th

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Pay special attention to the recently added slide deck containing many options. Please share your pictures as well!

[Condor Google Drive](#)

[General Aviation Accessible Aviation Museums](#)

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) - \$90
N98887 (C172) - \$120
N96573 (C172) - \$120
N62104 (C172) - \$120
N684SP (C172SP) - \$125
N2806M (P28A) - \$125
N1963T (P28R) - \$135
N4335M (P28B) - \$155

Off field fuel reimbursement:
\$6.35/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

May 2023

Chip Vignolini – (412)215-1225
chipvig@gmail.com

Maintenance Corner

Reminders!

DO NOT take the aircraft checklists or fuel credit cards with you

TURN-OFF Hangar lights and lock the door when you leave.

DO NOT start the engine above 1000 RPM, and ALWAYS reduce to 700-800 RPM and Lean the mixture immediately after engine start and before taxiing.

You should be able to release the toe brakes without the aircraft moving!

ALWAYS Taxi with proper elevator and aileron deflection. I observe so many people taxiing and the elevator is in the nose down position. This creates stress on the nose gear and shimmy damper.

NEVER push any aircraft from the Nose Cone/Spinner

DO NOT Move the nose wheel curb, and ensure the aircraft is between the lines/marks.



Please send any maintenance questions you have. I am always looking for newsletter material.



Apr. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

serviced brake calipers

N96573:

50hr inspection/oil change. Replaced LH NAV bulb.

N98887:

annual completed, alternator belt replaced, rebuilt nose strut, replaced LH NAV bulb

N62104:

lower instrument panel installed, flap well repairs.

N684SP:

50hr inspection/oil change.

N2806M:

50hr inspection/oil change. New nose wheel tire and tube, shimmy damper linkages cleaned, lubed.

N4335M:

repaired broken wire for temp gauge, replaced checklist with new.

N1963T:

COM/NAV2 radio overhauled, replaced NAV2 KI-203, repaired ground wire on for gear

HELP Reporting Squawks Correctly:

Unfortunately, this continues to be a problem. I need everyone's help ensuring I get notified either via a text or email. This will help get the squawk looked at immediately and prevent downtime. I can't be in the clubhouse every day, if a paper squawk isn't sent to me electronically, it could be several days before it's discovered. More concerning, is not grounding an aircraft if it should be prior to another member taking it.

Planned Long Cross-Countries and Overnight Stays:

Please give me a few days notice in advance on any planned flights over 5hrs. I'm only asking, because I may not catch it in Skymanager and would like to ensure the oil change or maintenance is done prior to your departure.

This issue

Maintenance Update, Planned Long X-Countries **P.1**

Maintenance Delegate, Flight Times **P.2**

Maintenance Summary, Preflight in the Hangar **P.3**

May. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

50hr inspection/oil change

N98887:

N62104:

continued work on airframe and prep for engine return

N684SP:

50hr inspection/oil change

N2806M:

50hr inspection/oil change

N4335M:

Annual

N1963T:

50hr inspection/oil change

How to Report an Issue (Reminder): 4 Steps to Follow

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 is 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 will also find a 'grounded' sign in the back seat pocket. Please place this on the dash.

EYE ON IT

Reminders:

Keep the 'chute' clear for returning aircraft.

Continue Using:

Cowl plugs! We have several birds and insects in the hangars, and it's good practice especially when you're off-field.

Maintenance Updates in Skymanager:

Everyone can see the 'Known' or 'Reported' squawks when you 'check-out' the aircraft in Skymanager.

They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

Please be sure to look at them prior to 'pre-fighting' the aircraft. If the problem is already reported there is no need to report again, but if you find something 'new' or the 'known' problem has worsened, please be sure to reach out to me (Chip).

Like always 'when in doubt' always report or reach out to me.

Thank you!

Maintenance Delegate: (John Mueller).

I will be out of the country from 6/12 thru 6/24, and John has volunteered to be my delegate while I'm gone.

Please follow the same process as always, but use his number: 412-956-4849.

What is required prior to Preflight and Departure?

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



Flight Time:

2022 Flight Hours

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
APR	0.0	69.3	62.4	84.5	65.3	37.1	20.1	64.1	402.8
MAY	1.7	60.1	34.3	103.8	61.5	0.0	19.9	104.7	386.0
JUN	51.6	76.6	8.4	111.4	84.5	0.0	44.1	72.3	448.9
JUL	41.4	61.5	93.4	18.8	78.1	0.0	47.7	73.8	414.7
AUG	45.6	97.2	0.0	90.0	100.1	0.0	6.9	22.1	361.9
SEP	0.6	48.2	4.4	118.8	60.8	8.9	52.7	72.9	367.3
OCT	0.0	71.7	58.2	113.2	54.8	35.4	62.2	76.9	472.4
NOV	2.8	25.6	64.2	35.6	29.3	14.2	19.6	37.4	228.7
DEC	13.9	28.5	44.0	44.8	22.0	15.6	22.4	45.4	236.6
TOTAL	157.6	663.9	518.3	906.4	707.9	112.6	312.4	729.9	4109.0

2023 Flight Hours

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	11.7	30.2	3.9	45.8	20.6	16.0	9.2	13.5	150.9
FEB	16.7	14.7	0.0	61.0	43.0	5.2	25.0	20.7	186.3
MAR	22.2	56.7	0.0	72.5	0.0	13.8	21.6	43.0	229.8
APR	25.6	78.3	0.0	107.1	34.0	9.0	45.6	48.3	347.9
TOTAL	76.2	179.9	3.9	286.4	97.6	44.0	101.4	125.5	914.9

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

Oil Usage:

2023 Oil Used

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	0.5	4.0	0.0	3.5	2.5	2.0	1.0	0.0	13.5
FEB	0.5	0.0	0.0	3.0	3.0	0.0	5.5	2.0	14.0
MAR	1.0	3.0	0.0	4.0	0.0	0.0	4.0	3.0	15.0
APR	1.5	2.0	0.0	7.0	3.0	1.0	7.5	4.0	26.0
TOTAL	3.5	9.0	0.0	17.5	8.5	3.0	18.0	9.0	68.5

Please update Skymanager when adding oil to any aircraft, this data is critical in determining engine performance. **Only add in FULL QUARTS!**

Maintenance Hours:

Trying something new, these are the total hours offline due to maintenance, and the percentage of the total hours in a month the aircraft was unavailable. Let me know what you think?

2023 Total Maint Hours per/mo (24hr/day)

MONTH	89549			684SP			62104			96573			98887			1963T			4335M			2806M		
	Flown	Maint	% THM	Flown	Maint	% THM	Flown	Maint	% THM	Flown	Maint	% THM	Flown	Maint	% THM	Flown	Maint	% THM	Flown	Maint	% THM	Flown	Maint	% THM
JAN	11.7	0.0	0.00%	30.2	11.75	1.58%	3.9	0.00	0.00%	45.8	0.00	0.00%	20.6	23.50	3.16%	16.0	0.00	0.00%	9.2	0.00	0.00%	13.5	9.50	1.28%
FEB	16.7	0.0	0.00%	14.7	190.5	28.35%	0.0	672.00	100.00%	61.0	0.50	1.86%	43.0	0.08	0.30%	5.2	10.50	1.56%	25.0	0.00	0.00%	20.7	9.00	1.34%
MAR	22.2	0.0	0.00%	56.7	3	0.40%	0.0	744.00	100.00%	72.5	12.5	1.68%	0.0	744	100.00%	13.8	96.00	0.54%	21.6	0.00	0.00%	43.0	5	0.67%
APR	25.6	0.00	0.00%	78.3	10.50	1.46%	0.0	720.00	100.00%	107.1	3.00	0.42%	34.0	189.75	26.35%	9.0	155.00	21.53%	48.3	74.00	10.28%	48.3	8.75	1.22%
TOTAL	76.2	0.0	0.00%	179.9	215.8	1.46%	3.9	2136.0	100.00%	286.4	16.0	0.42%	97.6	957.3	26.35%	44.0	165.5	1.46%	104.1	74.0	0.00%	125.5	32.3	0.35%

Maintenance Tracker as of 5/24/2023

Airframe	Current Times				50hr				TBO	Annual				Static Check				Registration		
	Tach	Hobbs	ACTT	Date	Due	Remaining Hrs	Tach	ACTT	Hobbs	Date	2000hrs	Tach	Hobbs	ACTT	C/W Date	Due Date	C/W Date	Due Date	Issue Date	Expiration Date
N684SP	313.9	7348.6	5832.0	5/24/23 10:50 AM	356.4	42.5	306.4	5824.5	7338.9	05/21/23	-1132.5	157.9	7140.9	5676.4	02/07/23	02/07/24	09/03/21	09/03/23	04/19/05	04/30/26
N62104	1961.0	11263.9	11961.0	5/24/23 10:50 AM	1982.1	21.1	1932.1	11932.1	11221.7	12/04/22	-1633.3	1756.7			06/27/22	06/27/23	01/12/21	01/12/23	09/30/85	04/30/28
N96573	712.9	8414.8	13486.5	5/24/23 10:50 AM	749.5	36.6	699.5	13473.1	8396.2	05/15/23	719.3	184.8			08/03/22	08/03/23	05/15/23	05/14/24	06/18/11	06/30/27
N2806M	6848.9	1368.6	6848.9	5/24/23 10:50 AM	6858.2	9.3	6808.2	6808.2	1320.9	04/28/23	55.2	6490.9	941.1	6490.9	08/22/22	08/22/23	08/22/22	05/14/25	07/14/10	11/30/23
N4335M	720.0	4730.7	4284.6	5/24/23 10:50 AM	724.4	4.4	674.4	4239.0	4683.6	03/28/23	-129.3	354.11	4354.1		05/12/22	05/12/23	03/11/22	03/10/24	11/02/21	11/30/24
N1963T	9283.3	3171.3	9283.3	5/24/23 10:50 AM	9289.9	6.6	9239.9	9239.9	3117.5	02/15/23	-55.8	9163.56		9163.56	09/09/22	09/09/23	07/17/21	07/17/23	09/05/86	04/30/28

Maintenance Summary:

What a crazy month; everything from unclogging toilets (Thanks John Mueller for the plunger donation and assist) to finding possible wing spar problems.

While 'unclogging' things is fresh on the mind, please remember to perform all preflight tasks while the aircraft is still in the hangar. This is critical in helping to keep the 'chute' between hangars open so members can return their aircraft, without wasting precious HOBBS time.

When you pull the aircraft out, you should close the hangar door, and be ready to start the plane and taxi to the end of the hangars to 'clear the chute'.

You wouldn't want to be the person at the end of the hangars, with the engine running waiting for another member to finish their 'preflight and startup'.

Annual for N4335M:

Several issues were found during the annual which extended the maintenance window. In addition, there were long lead times for some required parts (i.e. Muffler Shroud, repair vs. new).

The pilot and co-pilot seat belts had to be re-webbed, stab was removed and bearings/bushing replaced. Overhead console was replaced.

Pilot and Co-Pilot seats re-webbed! You should notice a significant difference and more comfortable long cross-country flights.

Several other odds and ends; brake linings, engine baffling, etc.

Engine Update for N62104:

PennYan is still waiting on the replacement 'data plate' from Lycoming, should be received this week and the engine will be shipped back to KPJC.

We also decided to install an Insight G3 Engine monitor as an upgrade and evaluate the value for the remaining fleet.

While repairing the right flap well, it was discovered we might have a bigger issue and will need to send the wings off to a shop in Indiana to have them placed in a jig, and confirm structural integrity of the spars. Their lead time is ~6-8 weeks.

Hangar Alignment Lines:

I want to pass along a huge 'Thank You' to JR Vickerman, he has donated his time and materials to paint and tape alignment lines in front of, and in the hangars.

I was a skeptic at first, but having the opportunity to push several planes back in the hangar, especially at night, it's so much easier. All you need to do is ensure you have the mains inside the lines, and the nose wheel on the line, and **NO MORE HANGAR RASH!**

Please stop pushing before the nose wheel or mains hit the 'STOP' lines. Unfortunately, I've still seen several cases where the nosewheel or mains are beyond the line.

Recent Observations: Not being lazy, but given the importance and continued recurrence, I wanted to include these again this month

The most wear on any engine is during startup. Makes sense right, all the oil has drained to the oil pan, and depending on outside temps, it takes a minute to circulate the oil again on initial start.

So, **PLEASE**, as soon as the engine starts, reduce the throttle to below 1000 rpm, lean the mixture, and let it warm up. This is most critical in winter but applies year-round! I think the misconception is you need a higher rpm to thoroughly warm up the engine but this couldn't be further from the truth. Leaning the mixture will actually warm up the engine faster.

I've seen many people in the chute, release the breaks, start to taxi, then reduce the rpm because you're taxing too fast! That's the first sign you had the engine RPM too high to begin with.

The goal is to minimize the wear and tear on our engines, and we need everyone's support.

Taxi with Back Pressure on the Yoke:

One comment since last month...'What do you mean by back pressure?' Very simple this means pull the yoke back towards your stomach (i.e., full up elevator) while taxing. This is even more critical on grass or rough landing surfaces.

You ALWAYS want to keep the nose high; this also helps extend the life of our shimmy dampers. Obviously in 'high winds' be sure to follow the proper control deflections based on taxi and wind direction. But generally speaking, you should always try to keep the nose up during taxi.

Try experimenting with elevator position during taxi, I know you're not going that fast but it's amazing how much prop wash over the elevator impacts the attitude while on the ground.

Oil Dipstick:

Please **do not** overtighten, simple snug it down. I think some of us may not know our own strength at times. The engine creates a slight vacuum as it's running, there's no need to over-tighten to prevent leaking.

Refueling:

Please be extra careful when refueling! The rolling ladder should be stopped a few inches in front of the wing strut.

The ladder will move back slightly when you lock the step, and if you're too close or touching the wing strut, it will HIT.

I've seen an excessive amount of damage on the wing struts recently and it can be avoided.



REMINDERS:

OIL:

N89549 & N98887:

Use **Aeroshell 80**, only add when below 5qts, and add only full quarts.

N684SP, N62104, N96573, N2806M, and N1963T:

Use **Aeroshell 15w-50**, only add when below 5qts, and only add full quarts.

N4335M:

Use **Aeroshell 15w-50**, only add when below 8qts, and only add full quarts.

Report all Oil Consumption in SkyManager

Report Problems:

I track all reported problems, and address issues 1on1 as much as possible. It is 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

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

April 4th, 2023

Look for May meeting minutes in next month's newsletter

Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., May meeting minutes are approved at the June meeting)

CALL TO ORDER

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

President Keith welcomed the members and requested the visitors and guests to stand and introduce themselves.

He thanked Cindy and PJ Smith for providing delicious food for the premeeting social time.

MINUTES

Bob Belsterling moved and Kip Sobel seconded, "The March 2023 Minutes of the Condor Aero Club Are approved." -Motion carried.

READINGS: 1ST Reading - Sebastian Sweet
2nd Reading Ryan Beck
Bryan Branby
Kirk Harris
George Lupinacci
Terri Raabe
Frederick Settino

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of April 1, 2023:

Accounts Receivable	-	-\$83,847.45)
Total Cash Checking Accounts:		
Beginning Balance	-	153,996.06
Inflows	-	36,514.85
Outflows	-	41,843.01
Net	-	-5,328.16
Balance 4/1/2023	-	148.667.90
First Commonwealth Line of Credit (LOC)		
Rate	-	9%
Line of Credit	-	\$25,000.00 Balance \$0.00

The Off-Field fuel reimbursement as of March 29, 2023: \$6.35

MAINTENANCE REPORT

Director of Maintenance Chip Vignolini reported completed maintenance for March and the proposed maintenance for April. Please see attached March Maintenance Report.

OTHER BUSINESS

LEWIS SCHOLARSHIP – One application has been received for the Lewis Scholarship. April 30 is the deadline for applying.

CONDOR AERO CLUB WEBSITE – The current Condor website is being updated. Alan Connor suggested getting a web developer to update it. The current Condor Aero Club website will be migrated to Word Press.

NEW BUSINESS

The Director of Maintenance Chip Vignolini proposed a Saturday “fun day” for members to wash and clean the club airplanes. A work day will be scheduled.

PILOT REPORTS

Bob Miladinovich asked President Keith to remind the pilots of completing their pilot report as soon as possible if it has not been done.

PROGRAM

Condor member Gary Malinko, FAA Air Traffic Controller, presented charts and explanations of the procedures Air Traffic Controllers must follow to handle air traffic. The program was really interesting and educational. Questions and Answers followed. Gary answered many questions.

President Keith McPherson thanked Gary for the important and educational program.

ADDITIONAL CLUB AIRCRAFT – A member inquired about purchasing an additional aircraft for the club. The Trustees have been investigating airplanes but feel the price is too high at this time. Investigation will be ongoing.

ADJOURNMENT

Kip Sobel moved and Bob Belsterling seconded, “The April 2023 Meeting of the Condor Aero Club is adjourned.”
- Motion carried.