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Photo Credit: Ashley Davis

Condor Pilots in Volunteer Action!

Pilots N Paws

On Tuesday April 4th, **Keith McPherson** was contacted by the Founder and President of an organization called "[Senior Hearts Rescue and Renewal](#)", Denise Pavitt. Senior Hearts rescues, fosters, and provides medical care for senior dogs, as well as placing them in a new home. **Chris Miladinovich** and Keith had the pleasure of meeting Denise last year at a fundraiser, and explained how organizations like "[Pilots N Paws](#)" helps transport animals from shelter environments to get medical care, and ultimately be placed into a "Forever Home".

Fast forward to April 4th! Denise contacted Keith as she had two senior chihuahuas that needed moved from Kentucky to Pittsburgh, and she wasn't sure how to start. Keith got her in touch with Darlene Hennessey, who is a Pilots N Paws transport coordinator, and together, they got a Pilots N Paws posting on their Transport Forum for look for a pilot who could make the trip.

Interesting how things work out. The pilot who answered the request, and made the trip was none other than Condor member **Joe Larsen**! Joe made the trip on Friday April 7th from Pittsburgh to KIOB (Mount Sterling, KY) to pick up "Chantilly" and "Lace" the two chihuahuas. It's a small world in aviation!

Congratulations to all who worked on this transport, and special kudos to Joe for making the trip!

Joe made the following comment, "It was my pleasure, this is the second PNP flight I've done and both are in my top 5 favorite flights".



Angel Flights

Saturday April 22nd was a long time coming for Frank. Frank received a prosthetic leg in 2022 after living much of his life with only one leg. However, within only a few weeks, he knew something wasn't right. The new leg gave Frank a new sense of freedom, but the pain after wearing it for only a short time became more debilitating than his life on crutches. "The longer I used the leg, the more intense the pain would become... it was worse than anything I had ever felt in my life."

But getting back to Oklahoma from Pennsylvania was not a doable trip for Frank. That is until [Angel Flight East](#) was able to coordinate a string of flights between 6 pilots to get Frank down to Oklahoma and back! Condor member **Chris Vermilya** was one of those pilots who responded to the posting and was able to help get Frank on his way to Oklahoma. Chris and Frank made their way from Harrisburg, PA (KCCY) to Dayton, OH (I19) on Saturday morning April 22nd. A second pilot picked up the mission from there, and a third completed the journey, getting Frank to Oklahoma Saturday late afternoon. On Saturday April 29th, Frank will make his way home with three additional pilots.

By leveraging the network of 100% volunteer pilots, people like Frank are able to get to much needed medical appointments they would otherwise not be able to make.



Chris said: "By far one of the coolest things I've been able to be a part of! It's amazing to be able to help someone who really needs it, especially with aviation."



President's Corner

by Keith McPherson

Happy May!

Hopefully you have been enjoying the longer days and "warmer" weather. The flying season is upon us. Fly-in brunches, air shows, Oshkosh, and hangar-flying at the end of the day.

With the exception of 104 that is waiting on an engine, the fleet is ready to fly, so if you need to, grab an instructor and get current.

We're looking forward to a great flying season, and hope you can get in the air, and possibly even a flying trip!

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!!!

- Jessica Miladinovich – Airplane Multi-Engine Land (AMEL) – March 2023
- Robert Steffy – Certified Flight Instructor – March 2023

General Club Meeting

The Condor Aero Club will meet on **Tuesday May 2nd 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 – 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.

It's bug season!! This is a reminder from your flight instructors to please, please, please take the time to clean the leading edges and windscreen of the aircraft when you return from your flight. We have an alarmingly large number of aircraft coming back from members who are not cleaning off the bugs. Have respect for the other members of the club and clean up for the next pilot.

This only take a few minutes but makes a world of difference for all of us. Looking through a dirty windscreen, especially at dawn or dusk, can be challenging and can compromise visibility.

Remember to use the white cloths and the wax cleaner in the white spray bottles for leading edges and the yellow cloths and window cleaner in the blue cans for the windscreen. If you notice a member skipping cleanup, please say something either to them directly, any CFI, or our Safety Officer, Alan Connor.

Do your part and keep our fleet clean! Thank you!

Plane Talk from our Chief Flight Instructor

by Jake Vagias

Once known as a BFR or Biennial Flight Review, a Flight Review (FR) is required at least every 24 months for licensed pilots including ATPs and CFIs in order to act as PIC. A minimum of 1 hour ground and 1 hour flight time are required....expect more. In addition, the FAA or Condor may require, at their discretion, completion of a FR in order for you to retain flying privileges at Condor or in General Aviation. Sound threatening? Not really. The intent is to ensure that one exhibits safe flying practices, is knowledgeable of the latest regulations, and to identify areas where remedial training is advised. A FR is not a test. There is no pass or fail criteria, although the CFI may refuse to endorse the logbook until additional training on specific areas is received. If that occurs, arrange for remedial training, have your logbook posted, and proceed from there with the original or another CFI.

Some common questions are:

1. When does my FR expire? The last day of the month two years after your last FR or rating checkride
2. I have a pilot's license, a current medical, but haven't flown in 3 years. Is a FR all that's needed to be legal to fly? Yes
3. I have a Commercial Pilot certificate. Will my FR require evaluation be based at the Commercial pilot level? Yes, go practice those chandelles and lazy 8's before your FR
4. If I take an FAA checkride for another certificate rating like an Instrument Rating does that count as a FR? Yes
5. Must the FR cover all the ACS skill areas? No, the CFI will determine what you must demonstrate. Typically, based on the pre-flight conversation covering the type and frequency of your flying, the skill areas to be focused on in the FR will be determined by the CFI. Most CFIs will ask pilots what areas they feel they are weak, or would like special focus. The most complex aircraft you fly should be the choice aircraft for the FR.

There are countless other questions to be asked about Flight Reviews. Talk to a CFI or delve into your normal aviation resources for more information.

Finally, be aware Condor monitors Flight Reviews. If you let one slip by, you may find yourself locked out of Skymanager and unable to dispatch an aircraft, a sure way to ruin your days' plans. Also, don't wait until the last minute to try and schedule a FR as aircraft and CFIs may not be available...plan ahead.

Happy, safe flying.

Member Spotlight – Meet Ashley Davis!

What certificates/ratings do you hold?

PPL

How many hours do you have?

125

How long have you been flying?

A little over 2 years

When did you join Condor?

January 2021

What prompted you to look skyward?

I took an interest in aviation when I started traveling more in college. My family didn't fly anywhere growing up so I didn't have any exposure when I was younger. I decided I wanted to experience firsthand but knew it would take some time to save up enough money and find the right place to learn :)

What is your favorite part of flying?

That there is always something new to learn/improve on! It's truly a never-ending journey and adventure.

What is your next aviation goal?

I'd like to start working towards my Instrument rating soon! But for now, my main goal is to continue to refine my skills as PIC.

What is your favorite aircraft?

At Condor probably 573 as I did most of my training in it! But outside of the club I have a soft spot for the de Havilland Beaver on floats.

Any words of wisdom to share?

Sometimes life gets in the way of flying as often as we'd like (especially when it's a hobby and not a career), so that's why it's extra important not to take a single flight for granted!



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!

- Parag Batavia
- Matthew Kinhead
- James McKenna
- Brent Rau
- Michael Schultz
- Paul Smith

Upcoming Events

Mark your calendars for these upcoming aviation events!

- KMRT – Saturday BBQs – April 29th, May 20th, June 24th, July 22nd, August 26th
- KPTW – ANTIQUE FLY IN and SPRING FLING HANGAR DANC – May 5th
- KGKJ – Aviation Legends American History Expo – May 10th
 - Condor members will be presenting!
- 5A1 – Airport Cook-Out – May 13th
- Cheat River Island – Cheat River Fly-in – May 20th
- 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](#)

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

April 2023

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

Maintenance Corner

Starting 5/1

Hopefully the low temps are behind us! But you wouldn't know it based on today's weather!!

Starting 5/1, you no longer need to plug the engine heaters in. But please continue to use the cowl plugs. This helps prevent unwanted birds, etc.

Also please be careful not to push the aircraft too far into the hangar.

I'm working on getting either a tape line or curb to assist in determining the appropriate distance, but the picture below is obviously too close!



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



Mar. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
N96573:

50hr inspection/oil change, repaired panel lights, repaired co-pilot door, replaced tail white NAV bulb, replaced ring terminal/starter wire.

N98887:
N62104:

Engine Mount, new seat tracks, glare shield, and elevator bearings installed. Working on lower instrument panel, flap roller bearings/bushings, and annual on airframe.

N684SP:
50hr inspection/oil change.

N2806M:
50hr inspection/oil change.

N4335M:
50hr inspection/oil change.

N1963T:

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. And 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 heads up a few days 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**

Springtime Flying, Flight Times **P.2**

Maintenance Summary, Preflight & Circle Checks **P.3**

Apr. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

50hr inspection/oil change, service brake calipers

N96573:

50hr inspection/oil change

N98887:

Annual

N62104:

continued work on airframe and prep for engine return

N684SP:

50hr inspection/oil change

N2806M:

50hr inspection/oil change

N4335M:

50hr inspection/oil change

N1963T:

Gear Cycling, NAV2 repairs, and 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:

Please ensure the cowl plugs are installed and the block heaters plugged in, reference 'cold-weather' starting procedures!

Springtime: This is the time of year we see high crosswinds. Know your personal limitations, and if necessary, head to KBTP (crosswinds at KPJC are usually straight down the runway at KBTP). Call a board member and we will ensure the plane gets back to KPJC.

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-flighting' 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!

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
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	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
TOTAL	50.6	101.6	3.9	179.3	63.6	35.0	55.8	77.2	567.0

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
TOTAL	2.0	7.0	0.0	10.5	5.5	2.0	10.5	5.0	42.5

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 Flight Hours

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	0.00	0.00%	30.2	11.45	1.58%	3.9	0.00	0.00%	45.8	0.00	0.00%	20.6	23.30	3.16%	16.0	0.00	0.00%	9.2	0.00	0.00%	13.5	9.30	1.28%
FEB	16.7	0.00	0.00%	14.7	190.30	28.35%	0.0	672.00	100.00%	61.0	12.30	1.86%	43.0	2.00	0.30%	5.2	10.30	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	0.40%	0.0	744.0	100.00%	72.5	12.5	1.68%	0.0	744.0	100.00%	13.8	96.00	0.54%	21.6	0.0	0.00%	43.0	5.0	0.67%
TOTAL	50.6			101.6			3.9			179.3			63.6			35.0			55.8			77.2		

Maintenance Tracker as of 4/30/2023

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	267.9	7290.2	5786.0	4/30/23 12:25 AM	308.1	40.2	258.1	5776.2	7277.1	04/22/23	-1086.5	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	4/30/23 12:25 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	04/30/24
N96573	675.2	8361.4	13448.8	4/30/23 12:25 AM	698.8	23.6	648.8	13422.4	8323.0	04/17/23	757.0	184.8			08/03/22	08/03/23	08/03/22	08/03/23	06/18/11	06/30/27
N2806M	6808.2	1320.9	6808.2	4/30/23 12:25 AM	6858.2	50.0	6808.2	6808.2	1320.9	04/28/23	95.9	6490.9	941.1	6490.9	08/22/22	08/22/23	08/22/22	08/02/24	07/14/10	11/30/23
N4335M	712.5	4723.2	4277.1	4/30/23 12:25 AM	724.4	11.9	674.4	4239.0	4683.6	03/28/23	-121.8	354.11	4354.1		05/12/22	05/12/23	03/11/22	03/10/24	11/02/21	11/30/24
N1963T	9258.8	3141.9	9258.8	4/30/23 12:25 AM	9289.9	31.1	9239.9	9239.9	3117.5	02/15/23	-31.3	9163.56		9163.56	09/09/22	09/09/23	07/17/21	07/17/23	09/05/86	04/30/24

Maintenance Summary: Annual for N4335M:

We plan to start the first week of May, and not expecting any major problems, however we are planning to address the pilot seat. I know long cross countries can be quite uncomfortable.

Engine Update for N62104:

PennYan update: Everything is progressing as planned. The Crankshaft and Case passed all testing (GREAT NEWS!!). The Case will need some machine work, but that's normal. Current ETA Mid-May.

The engine mount was overhauled, returned and reinstalled. The prop and oil cooler are both back from overhaul.

The glare shield and new seat tracks have been installed, RH elevator bearings replaced, and first draft of the new lower dash panel arrived this week.

Still targeting is to have all airframe work completed prior to the engine returning from PennYan.

Wheel Pants for N2806M:

Expected to be back from the painters this early May, and reinstalled during the next 50hr.

Preflight & Circle Checks:

I can't stress the importance of a thorough preflight enough, and the example I'm about to share captures it quite well. Please know, I'm not picking on anyone, but this is a great reminder of what could happen to anyone of us.

Recently we had a member report finding the fuel farm grounding cable clamp still attached to the plane.

Upon further investigation, another member reported the fuel farm grounding cable fully extended in the direction of the hangars.

This has been addressed with all parties involved, but the significance is, by finding the clamp still attached during the preflight, this potentially saved it coming off during flight and either striking the tail section or possibly injuring someone on the ground.

The other fortunate thing, was the cable didn't get sucked into the prop (any prop strike triggers an overhaul), or got caught up in the airframe.

I mention Circle Checks, and yes that's more of a vehicle term, but typically after we refuel, we're not doing a full preflight, but we should always perform a quick circle check to make sure nothing is attached to the aircraft, the fuel caps are secured, and nothing is in or around the vicinity prior to starting the engine.

It's also important to point out you should always leave the grounding cable or any cables/hoses in highly visible areas, almost to the point you trip on them after refueling.

We were very fortunate on all fronts with this example and I want to thank the members involved for their support and understanding with me posting this to the membership as a learning opportunity.

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 so 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 simply 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.

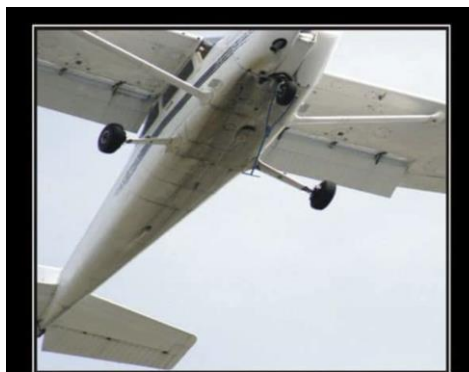
You ALWAYS want to keep the nose high; this also helps extend the life of our shimmy dampers. Obviously in 'high winds' be sure to follow the proper control deflections based on taxi and wind direction. But generally speaking, you should always try to keep the nose up during taxi.

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:

Not sure why, maybe it's all the exercise from our new years' resolutions, but I've had several members contact me this past month stating the dipstick was so tight they needed a tool to loosen it.

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.



Preflight Inspections
You failed!

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

TREASURER'S REPORT

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

Treasurer's Report (Cont'd)

Accounts Receivable	-	\$86,378.17
Total Cash checking accounts:		
Beginning balance	-	\$141,517.59
Inflows	-	26,058.35
Outflows	-	13,579.88
Net	-	12,478.47
Balance 3/1/2023	-	153,996.06
First Commonwealth Line of credit	-	
Rate	-	8.75%
Line of credit	-	\$25,000.00 Balance: \$0.00

Off field reimbursement as of February 25, 2023: \$6.45

Jason Jodkin moved and Wes Cranmer seconded, "The February Treasurer's Report is accepted as read."

-Motion carried.

MAINTENANCE

Maintenance Director Chip Vignolini was absent. Chip's Report of the February Maintenance is available in the February Newsletter. The report is attached

LEWIS FREEDOM OF FLIGHT SCHOLARSHIP – The Lewis Scholarship was discussed. The scholarship committee has not received any applications as of this date.

NEW AIRPLANE – A member questioned if the board is considering a new airplane. There is a possibility of purchasing an additional airplane if one that is affordable is found

PROGRAM

Program Officer Carrie Matvey presented a video film of "Fun Flights." She listed places within flying range of Zelenople that offer scenery, food, etc. The members enjoyed the program! There were many of the trips that would be "Fun Flights."

ADJOURNMENT

Bob Belsterling moved and Glenn Kaiser seconded, "The February 2023 Condor Membership Meeting is adjourned."

- Motion carried