

Condor AEROGRAM

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Photo Credit: Chris Vermilya

EAA AirVenture Oshkosh 2023 In Full Swing

Once again, the tower at Wittman Regional Airport (KOSH) has become the World's Busiest Control Tower as thousands descend on Oshkosh, Wisconsin. EAA AirVenture Oshkosh is 'an experience unlike anything else: seven straight days of world-class aerobatics, history coming alive through airplanes of all eras of flight filling the sky, camaraderie with fellow aviation enthusiasts, and fun for the whole family.'

For many aviation enthusiasts, this is the top event of the year! Many of our members have had the opportunity to join the event and several have made the trip this year. Airshows, static displays, information sessions, seminars, food, and of course hangar talk and plane spotting make this an incredible week for those who can attend. For those who can't get there this year, there are many ways to still participate! Check out the content released by the event coordinators themselves (see link below) or any of the many YouTube content creators who will be releasing their videos in the coming days and weeks.

AirVenture is also a great place to make new friends and reconnect with old ones. It's a lot of fun to see pictures of friends enjoying the shows, camping, evening activities, and more. Looking to go? Start planning for 2024! Several Condor members plan the trip together and there's always room for more. Join your Condor members at the summer picnic on August 5th to hear from those who attended this year and start planning your 2024 trip! <https://www.eaa.org/airventure>



President's Corner

by Keith McPherson

Happy Summer! What a great summer for flying! We've been flying a record number of hours, with several members of the Fleet clocking in over 100 hours/month! Looks like everyone is getting out and taking advantage of the nice weather and longer days. As always, with increased flying activity, the Fleet requires increased maintenance. We currently have a couple of aircraft down for some maintenance items, and 104 is waiting on rebuilt wings. Our maintenance team, led by Chip, is doing an outstanding job keeping our Fleet safe and available for your use. Please see the "Maintenance Corner" for additional details.

Summer brings fly-ins and other aviation-related gatherings. As I write this, we have several members & friends attending AirVenture Oshkosh, with expected attendance totaling over 600,000. It's a breath of fresh air to see the aviation community returning to normal!

As always, take time to plan your flight safely. With the warmer weather, you can always anticipate that pop-up afternoon thunderstorm. I'd also like to ask that every member pay special attention when ground-handling aircraft. This includes re-fueling, and most importantly, pushing the airplane back into its hangar. If you need assistance, there is usually someone nearby to help.

Have a great summer, and hope to see you all at the summer Picnic on August 5th. Thanks to Carrie for all the hard work! 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!!!

- Casey Matvey – First Solo – May 31st, 2023

General Club Meeting

The Condor Aero Club will NOT meet in August due to the Annual Summer Picnic and Corn Roast. Please join us on **Saturday August 5th at 4pm!**

We will again meet at the Zelenople Community Park. All the details are in the link below, we hope you can join us and bring your family! Please take a moment and RSVP so we make sure we have enough food for everyone. Bring your favorite appetizer, side dish or dessert to complement the meal.

<http://evite.me/HYTkGZxVKX>

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.

Attention CFIs, this month's article is for you (but students, keep reading, this is good stuff)! For those that may not know, the CFI certificate has an expiration date. Unlike your Private certificate that only carries a requirement for a regular flight review, the CFI certificate expires 24 months after it's issued. Before the end of that 24th month, CFIs need to complete one of several paths to renew their certificate. If they miss the date, a full checkride is required (yes, with an examiner) to obtain a new certificate. There is no grace period... for now.

The FAA has proposed changes to the CFI certificate to ease the burden on our instructors

across the country. There's a long way to go before may see changes to the FARs, but there is a proposed rule change on the table. Full details can be found at the link below, but this is good news for CFIs! The proposed change would bring CFI certificates more inline with other certificates in the sense that focus will be placed on recency and recurrency training. Additionally, the rule proposes adding a three-month grace period beyond the 24-month expiration. This will help ease the strict deadline for CFI certificate renewal. Finally, and most importantly, this will allow a CFI whose certificate has expired the ability to restore that certificate without needing a full checkride.

The FAA is looking for public comment on this proposed rule and we'll look for more information and possibly a rule change in the future. What do you think?

<https://generalaviationnews.com/2023/05/29/faa-proposes-removing-expiration-date-on-flight-instructor-certificates/>

Plane Talk from our Chief Flight Instructor by Jake Vagias

Back in March we did a piece in the Aerogram on Stabilized Approaches, listing 7 criteria that are ideally met when landing an airplane; Glide path, Heading, Airspeed, Aircraft Configuration, Rate of Descent, Power Setting and Checklist brief. However, even with these 7 in your hip pocket, you can still be faced with a quick "go-around" decision which may even require re-routing your aircraft to somewhere friendlier to land. Think about a landing you have made where all seemed perfect, but squirrely winds or other unexpected factor suddenly brought you pause...and a need for quick 'go around' decision.

Instrument pilots flying IFR rules have prescribed parameters that mandate a go-around, or in IFR parlance "a missed approach". Examples would be; full deflection of the Course Deviation Indicator on final approach, or reaching Decision Height or Minimum Descent Altitude without having the runway in sight. Proceeding with the approach in these instances is not only a violation of FAR 91.175, but more importantly may be one's last act on earth... leaving others to deal with the NTSB investigation, lawsuit, and grieving family. But what about VFR pilots? Weather minimums, prescribed in FAR 91.155, certainly set parameters which are drilled into our heads from first flight, but consider those unexpected conditions like those often experienced here at KPJC--shifting, gusting winds, or heavy traffic in and around the pattern, at times creating an uneasy feeling in your gut about who's doing what. Elevated anxiety anyone?

Student pilots are taught that if a go-around is seriously considered...do it. In some instances, leaving the pattern expeditiously and safely may even be the best choice. Fortunately, with increased skill development, experience, and proficiency one's personal minimums and comfort in these situations will increase. Respect your minimums.

Your favorite Condor instructor will be happy to review proper go-around procedure with you. Practicing go-arounds before actually needing to execute makes it all less daunting when time comes.

Member Spotlight – Meet Damien Wissolik!



After flight school in 1990, I waited tables. Like most of us in the early 1990s, there were not many jobs in the aviation world for low time pilots. While at work one night I met a priest having dinner with a family from the area who was a missionary from Northern Tanzania. He was with the Spiritan Fathers at Duquesne University. The irony of it, and if you would ask Ernest Gann, as "Fate" would have it, my parents worked famine relief for the same Spiritans and DUQ in the 1960's. I was born in Nairobi Kenya as a result of my parents' missionary work. Since Flight School in Jacksonville, I had been trying to get a job in Kenya, but was turned down since I did not have a work visa or residency in Nairobi. That fateful meeting at the restaurant opened the door to my aviation career.

A few months later, I was on a plane to Arusha, Tanzania to fly as a volunteer/mission pilot for the Flying Medical Service with 300 hours in my log book. Fr. Pat Patten, a Holy Ghost Father from Detroit had been running the organization for over a decade. With two Cessna 206's, we did a regular medical rotation deep in the Tanzanian Bush country. Well Baby Clinics, vaccinations for measles, polio and diphtheria were our main focus as well as under the tree medical care. When not on clinics, we flew medivac flights for local Africans and tourists alike. We flew medical specialists to places like Rwanda and Burundi during the genocide in 1994 as well as other similar operations. All with the C-206, kitted out with oversized tires and Horton Stall kits.

The Flying Medical Service supplied my housing, a jeep, food and a dirt bike in exchange for my time. The salary of \$100 a month was less than even local Peace Corps Volunteers but the flying, the job satisfaction and adventure made for probably the most amazing experiences I will ever have.

In need of twin and/or turbine time I stayed in Arusha, after 4 plus years with FMS to fly for an American owned, local hunting and safari company. At Northern Air I flew a C-208 Caravan, another C-206 with a Robertson Stall Kit, and a Baron B-58 with oversized flaps and Vortex Generators. Occasionally I flew a C-414 during my last months in the country, 9 years in all.

I came back to the USA, reluctantly at first but eager to try the next chapter. At the time I had close to 6000 hours, all in the Bush and PIC so applying to airlines with the crew concept was all new territory for me. After a couple interviews at various airlines, I realized my heart was not in flying canned routes in the airline world, but returning to Africa was not an option at the time. I ended up finding a fit at Netjets a few months after returning. At the time a company rapidly growing in the post 9/11 world. For the past 21 years I've remained a captain on the line flying to hundreds of different airports in North America, Mexico and the Caribbean on a Citation XLS.

What certificates/ratings do you hold?

I have my ATP with the CE-560 XLS Type, SES, CFI and CFII

How many hours do you have?

13,000+

How long have you been flying?

33 Years; 3 years as a waiter scamming for hours and doing scenic flights, 9 years in Africa, 21 at Netjets

When did you join Condor?

June 2022, Christine St O was patient with me...

What prompted you to look skyward?

My dad was a huge history and aviation buff. We built about every WW1 and WW2 model airplane possible as well as visits to the Air Force Museum in Dayton and the Smithsonian in DC... He would be taking a nap and to keep my 4-year-old imagination at play, would tell me his feet were the controls of a B-17. Unknowingly at the time, he got a foot rub, I flew over Ploesti, Romania in my imagination.

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:
\$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

What is your favorite part of flying?

My favorite part is the freedom and the views. It never gets old. Whether a takeoff in 4SP or the XLS, I still get "That Feeling". A mentor in Africa, Geoff, never got tired of the views or the flights. A passenger I picked up one morning in the Serengeti remarked how the pilot who flew them out to the bush initially was looking out the window of the Caravan, just as happy and excited as if it was his first flight. I knew that had to be Geoff that she was talking about.

What is your next aviation goal?

To share the love! Help out others on their journey. Hence my motivation for joining Condor, more grandkids just arrived so...

What is your favorite aircraft?

Hum, Favorite aircraft is a tough one. The C-206 was a mean bush machine and during the medical clinics and flights to the refugee camps, we shared some serious adventures, and fearful moments. The C-208 Caravan was a bigger version of the C-206, a joy to fly (no ice in Africa). Down low, a great bush plane capable of far more than given credit for. Up high I could escape the heat on longer flights. If I was rich, I'd have one on floats. But overall, I'd have to say the bushed-up B-58 Baron. Not a Bush plane when you think of it but with the oversized flaps and VG's, that plane could use a 400-meter strip at 6000' elevation and get airborne and go! Flying 200 mph a few feet off the ground with those two Continentals purring... Ooh La La! Not the stuff you learn in school, the African Bush was not forgiving. It was challenging and safe as long as you paid attention. Most of all, it was just plain FUN! Real flying.

Any words of wisdom to share?

Wisdom... If you are looking at aviation as a career, enjoy the ride man! That's the best part. Sure, getting hours and having enough cash to eat those early years can be a challenge but some day you will look back and hopefully wish you could do it all again. It's not a destination. Remember, don't let the Get Thereitis take over in your life just as in your flights. I like where I am at but not a day goes by that I don't long for the freedom of bush flying.

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 Michael Brennan

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!

- Condor Summer Corn Roast – August 5th (<http://evite.me/HYTkGZxVKX>)
- KEKN – Airplanes and Automobiles – August 12th
- OH5 – The RAF - 20th Annv Celebration Fly-in – August 18th
- KMRT – Saturday BBQs – August 26th
- Reno Air Races – September 13th-17th
- 4G1 – WAD South – October 6th-9th
- KRVL – Fly-In Breakfast – every second Saturday of the month
- N56 – Fly-In Breakfast

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](#)

Jul 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.



Jun. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:

(2) 50hr inspection/oil change, replaced tail nav bulb

N98887:

N62104:

N684SP:

50hr inspection/oil change, removed and replaced pilot seat jackscrew and nut

N2806M:

50hr inspection/oil change.

N4335M:

N1963T:

50hr inspection/oil change, replaced belly beacon bulb, removed and rebuilt emergency brake master cylinder.

This issue

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

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

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

Jul. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

50hr inspection/oil change

N98887:

50hr inspection/oil change

N62104:

continued work on airframe and prep for engine return, wings sent off to the repair shop

N684SP:

50hr inspection/oil change, new PSA7000BA audio panel

N2806M:

50hr inspection/oil change

N4335M:

50hr inspection/oil change

N1963T:

50hr inspection/oil change, pitot/static check

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!

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
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
MAY	33.7	76.2	0.0	100.1	92.4	46.0	0.0	58.8	407.2
JUN	20.2	49.0	0.0	85.9	39.0	39.0	41.8	27.9	302.8
TOTAL	130.1	305.1	3.9	472.4	229.0	129.0	143.2	212.2	1624.9

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

Oil Usage:

2022 Oil Used

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JUN									0.0
JUL									0.0
AUG									0.0
SEP									0.0
OCT	0.0	5.5	6.0	9.5	5.5	1.5	10.0	3.8	41.8
NOV	0.0	0.0	4.3	2.5	1.0	0.0	2.0	3.0	12.8
DEC	0.5	0.0	3.0	3.0	3.5	2.0	3.5	4.0	19.5
TOTAL	0.5	5.5	13.3	15.0	10.0	3.5	15.5	10.8	74.1

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
MAY	1.0	2.0	0.0	7.0	8.0	5.0	0.0	5.0	28.0
JUN	1.5	3.5	0.0	5.5	4.1	4.0	5.0	2.0	25.6
TOTAL	6.0	14.5	0.0	30.0	20.6	12.0	23.0	16.0	122.1

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

Maintenance Tracker as of 6/30/2023

Airframe	Current Times				50hr						TBO	Annual					Static Check		Registration	
	Tach	Hobbs	ACTT	Date	Due	Remainin g Hrs	Tach	ACTT	Hobbs	SMOH		Date	2000hrs	Tach	Hobbs	ACTT	C/W Date	Due Date	C/W Date	Due Date
N684SP	369.9	7422.4	5888.0	7/10/23 12:18 PM	407.0	37.1	357.0	5875.1	7404.5	06/19/23	-1188.5	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	7/10/23 12:18 PM	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	817.3	8562.5	13590.9	7/10/23 12:18 PM	851.8	34.5	801.8	13575.4	8540.4	06/23/23	614.9	184.8			08/03/22	08/03/23	05/18/23	05/17/24	06/18/11	06/30/27
N2806M	6889.2	1419.9	6889.2	7/10/23 12:18 PM	6909.4	20.2	6859.4	6859.4	1381.4	06/01/23	14.9	6490.9	941.1	6490.9	08/22/22	08/22/23	08/22/22	05/17/25	07/14/10	11/30/27
N4335M	768.0	4780.9	4332.6	7/10/23 12:18 PM	770.0	2.0	720.0	4284.6	4730.7	2129.28	-177.3	719.98	4730.7	4284.57	06/01/23	05/31/24	03/11/22	03/10/24	11/02/21	11/30/24
N1963T	9333.3	3233.5	9333.3	7/10/23 12:18 PM	9342.0	8.7	9292.0	9292.0	3182.4	2012.42	-105.8	9163.56		9163.56	09/09/22	09/09/23	07/17/21	07/17/23	09/05/86	04/30/28

Maintenance Summary:

Another busy month, our flight hours jumped up to 302.8, and we had several check rides mixed in as well.

I really appreciate everyone's support when juggling reservations due to maintenance or helping a member keep their long cross-county due to an aircraft being downed due to maintenance.

One other quick note, we changed the oil level for 35M to 9qts. If the level falls below 9qts please add (1) full quart.

Hangar an Aircraft:

Unfortunately, I still see things like this; I will continue reaching out to members 1-on-1 when I get reports or observe alignment issues.



Engine Update for N62104:

We received some bad news from Airframe Components. The wings still have not made it to the jigs. They ran into delays with the customers/projects ahead of us in the queue.

N1963T:

While performing the pitot/static testing, it was discovered the airspeed indicator had leaks.

The instrument was sent out and returned to us this past week, however it was still leaking.

The good news is our entire system is now passing with the exception of the airspeed indicator. We tested with another airspeed indicator, but now we need to wait for it to be returned again.

We have explored purchasing a new airspeed indicator but none are available. The arcs and values need to match.

N684SP:

I have a bad habit of just assuming everyone knows what I'm talking about, so please stop me if you have questions. The 'Jackscrew and Nut' for 4SP was probably one of these things.

A jackscrew is simply a threaded steel rod that is used to raise and lower the seat.

Where members can help is always try to get the seat close prior to boarding and if you need to adjust try to lift your weight off the seat while making the adjustment.

Quick picture of the one replaced: The shiny spot is where the threads were stripped.



Audio Panel Update

My understanding is everyone is very pleased with the new PMA7000BT and it appears to have resolved our COMM1 issue.

<https://www.ps-engineering.com/pma7000bt.html>

N96573 Flap Tracks:

While repairing the left flap track, it was discovered we had a couple broken rivets, and evidence of a crack in the (2) ribs that sandwich the flap track.

After removing the ribs and cleaning everything up, there was actual a crack in the rear spar as well.

The good news is this is all being repaired as I write this. Airframe Components had the required parts, and Cessna Engineering provided guidance on approved repairs, etc.

You may be wondering what caused this in the first place? Remember the 'white arc'? Please **DO NOT** deploy flaps until you're in the 'white arc'! Deploying overspeed is extremely rough on the airframe, especially the inboard side of the flaps.

Moving to 100 Inspections:

Last month, I wrote about the difference between (50) hour inspections and an increased scope of work for our 2nd (50) hour inspection.

However, with some recent developments and discussion regarding the interpretation of FAR 91.409, we will now be doing a full 100hr inspection. This is the equivalent of an annual every 100hrs.

This will have an impact on downtime of the aircraft; we were completing the expanded scope 50hrs in ~10-12-man hours, and this will move to 18-20-man hours for the 100/Annual.

We will make every attempt to minimize the impact to our members by forecasting hours flown and working between reservations, or even during periods of bad weather to avoid member disruptions.

Unfortunately, there are times when members have been impacted, and we do our best to move reservations to open aircraft, and immediately notify members.

We are now tracking 'Time in Service' (TIS) of the parts being installed. This helps with preventative maintenance and determining any type of chronic problems over time.

Along with tracking TIS, we are stocking some of the known items that fail or need replaced as routine maintenance to minimize 'downtime' during the inspections.

Pipers:

Please **DO NOT**, put your knee in the middle of the seat when boarding!

REMINDERS:

OIL:

N89549 & N98887:

Use **Aeroshell 100**, 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 **9qts**, 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

June 6th, 2023

Look for July meeting minutes in September's newsletter

Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., July meeting minutes are approved at the September meeting, there will be no August meeting)

CALL TO ORDER

President Keith McPherson called the June 2023 Condor Aero Club Meeting to order at 8:00 p.m.

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

ANNOUNCEMENTS - The president announced the July Condor Aero Club Meeting will be held on Tuesday July 11 as the first Tuesday of the month is the 4th of July.

The Condor Aero Club Annual Picnic will be August 5, 2023. The picnic will be at the Zelenople Park at 4:00 p.m. Carrie Matvey is in charge of the picnic and will email the details to all members.

MINUTES

Jason Jodkin moved and Chris St. Onge seconded, "The May 2023 Minutes of the Condor Aero Club are approved."
- Motion carried.

READINGS:	1 st Reading	-	Charles Baker
			Lucas Baker
	2 nd Reading	-	James Michael Brennan

TREASURER'S REPORT

Accounts balances as of 6/1/2023

Accounts Receivable	-	-(70,723.29)
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Cash Flow for May 2023

Total cash checking accounts

Beginning balance	-	\$141,240.31
Inflows	-	46,727.69
Outflows	-	43,748.91
Net	-	2,978.78
Balance 6/1/2023	-	\$144,219.09

First Commonwealth Line of Credit

Rate	-	9.25%
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Line of Credit

- \$25,000.00 Balance \$0.00

Off field fuel reimbursement as of June 1, 2023: \$5.95

May Outflow highlights: Fombell Aviation \$35,230.00 - N62104 engine overhaul

John Jodkin moved and Tim Weber seconded, The May 2023 Treasurer's Report is accepted as read and will be placed on file for audit." - Motion carried.

MAINTENANCE

Chip Vignolini submitted the May 2023 Maintenance Report. The Report is attached and the full report is in the Condor Aero Club Newsletter.

The Maintenance Director reminded the members of the "Wash Party" for the airplanes. He will advise when it will be held. Chip Vignolini told the members John Mueller has been appointed by the Board as Assistant Maintenance Officer during his vacation.

UNFINISHED BUSINESS

CONDOR AERIO CLUB WEBSITE – Alan Connor announced the initial development of the Condor Website is completed. Overview of the structure will be next.

LEWIS SCHOLARSHIP

Casey Matvey, recipient of a Lewis Scholarship, has completed his solo flight. Casey was congratulated for his accomplishment.

The 2023 Lewis awards have been given to: Meghan Kelley and Megan Marley. Jan Lewis congratulated all of the winners and wished them success with their flying.

PROGRAM

Ron Flinger, Condor member and Flight Instructor, presented a program of "Off Field Landings." Some of the history of the Zelenople Airport and Condor Aero Club was discussed. Ron talked about all types of landings and correct procedures.

President Keith McPherson thanked Ron for his presentation.

He also thanked Cindy and JP Smith for the delicious food they served.

ADJOURNMENT

Mike Bruce moved and Tim Weber seconded, "The June 2023 Meeting of the Condor Aero Club is adjourned." - Motion carried.