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Photo Credit: Haichuan Wang

Pilot Staffing Challenges and Part 380... Loophole Worth Closing?

Part 380 is not one we normally review as student pilots, and with good reason. It governs parts of charter flying and allows operators to fly "on-demand" operations if the company is using aircraft – including those powered by jet engines – with 30 or fewer passengers. However, as regional carriers struggle to fill the left seat on growing numbers of flights, some (SkyWest being in the crosshairs of the FAA) plan to use part 380 flights to fill the gap.

Part 380 regulations have drastically different pilot requirements than part 121 including PICs only needing 250 hours (commercial minimums) and no mandatory retirement age. This infringes on the safety margin that has been built into the public flying culture and if part 380 flights are offered to the public as essentially indistinguishable from flights conducted by air carriers as supplemental or domestic operations, what do we sacrifice?

All major US carriers have recently approved significant pay increases for pilots, which is a good thing, but this has left regional carriers with voids in flight crews, causing routes to be removed and other creative solutions to come to light, including part 380 flights. The FAA has signaled it will be looking into this 'loophole' which may result in changes to current regulations. While this will be a ways off before any decisions are made, it's interesting to read various opinions on the matter.

What do you think? Should part 380 operations be allowed to be presented as any other domestic flight? Should they be identified when booking your trip? Or, should the loophole be closed? Bring your thoughts to our next meeting, it would be great to hear your views.

<https://www.flightglobal.com/safety/faa-to-consider-tightening-rules-for-some-charter-flight-operators/154703.article>

<https://www.ainonline.com/aviation-news/air-transport/2023-08-25/faa-eyeing-changes-regs-regarding-public-charters>



President's Corner

by Keith McPherson

What a great summer, and I hope that you have had a chance to take advantage of the nice weather. Also, it was great seeing everyone at the Picnic earlier this month. Thanks to Carrie for organizing a great event!

Hopefully, everyone had a chance to get out to the airport, and get up into the air. As we are all aware, our current challenge is aircraft availability while we manage our way through several maintenance challenges. I believe we are all aware of the wing overhaul that 104 is undergoing. 573 has also undergone extensive maintenance to its flap assembly. These aircraft are two of our most frequently utilized planes, so having them down for maintenance has had a visible impact on availability.

On a related topic, we have been made aware of a recent interpretation of FAR 91.409, which outlines the requirement for aircraft inspections. Per the FAR, aircraft used for flight instruction for compensation or hire are required to have a current 100-hour inspection. The 100-hour inspection, per Cessna and Piper, are nearly the same as an Annual Inspection, and take between 18-20 man-hours. Our most frequently-flown aircraft can fly 100 hours in a single month, which could mean a 100-hour inspection every 30 days! Chip and his team have been working diligently through all of these maintenance requirements, and we appreciate their efforts! I'm sure Chip will provide additional details in his Maintenance Corner and at the September meeting. Safety and Compliance have and will continue to be our number one priority, and we appreciate your patience as we work through these matters.

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!!!

- More milestones coming...

General Club Meeting

The Condor Aero Club will meet on **Tuesday September 5th at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and more! Come early to catch up with old friends, make some new ones, and enjoy some delicious eats provided by our own Cindy and JP! Our social kicks off at **7:30pm**, don't miss it!

Condor proudly sponsors the Lewis Freedom of Flight Scholarship! To help fund this account, we will hold a 50/50 raffle at club meetings. \$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.

Where do you like to fly when you don't have a specific mission planned? Do you take a downtown loop? Run over to TSO for breakfast or pie, or LBE for dinner? How about trying something new! As the summer starts to wind down, there are still many fly-ins and cookouts to check out!

Change up your routine and visit an airport you've never been to. Better yet, reach out to your fellow members and plan to go together and share the costs. We are lucky to have so many small airports dotted across the tri-state area to check out. Most are free to visit, including the events!

Did you know Condor maintains a list of upcoming events in this newsletter? Scroll down a page and check out all the upcoming events. Plan a trip and go somewhere new. You've put a lot of time and effort earning that certificate, so go out and use it!

And, take pictures while you're enroute and at the event! Our club is lucky to have so many active members and we're looking for better ways to share our experiences. The best place to start is by taking pictures and uploading them to our shared drive for others to enjoy!

[Condor Google Drive](#)

Plane Talk from our Chief Flight Instructor – Engine Quit?

by Jake Vagias

The past few months we have presented information on stabilized approaches and go-arounds. This time let's look at what to do if the cockpit eerily becomes quiet because the engine died and the prop quit spinning. (Please note, a loss of power on takeoff requires immediate response based on your training and emergency procedure recall... know what to do. Not all the steps discussed here may be possible.)

First concern is to keep the plane flying as long as possible until touchdown. Pitch for best glide speed, V_g , which will provide the max glide distance, thus giving the max time to locate the best site to put the plane down. After choosing your best landing site within glide distance, turn towards that spot. If no airport is within reach, prepare for an off-field landing, preferably open, flat land with sufficient length and low crops. Highways and parking lots, even the Hudson River, have been successfully used. If you have to go into a wooded area, allow the wings to take the impact to absorb much of the energy. Controlling the aircraft by applying correct control inputs up to the point of impact greatly increases survival rate, over 90%.

Try restarting the engine. Check fuel selector, throttle, mixture, mags. Squawk 7700, make a mayday call on 121.5 or ATC if on flight following or IFR plan. Set up landing as you would in a regular traffic pattern (altitude permitting). From the key position turn off fuel supply, master, mags, and open door latches.... you don't want to be stuck in the plane with a jammed door. A snug seatbelt and shoulder harness is best. Using slips, flaps, your best pilot technique, touchdown as slow as possible. Land at MCA, careful not to stall. Your primary concern is the well-being of self and passengers, not the plane you love dearly. When able, contact authorities, probably 911 on your cell phone.

Hopefully, none of us will ever have to deal with such an experience, but guess what... there are a number of Condor members who have experienced loss of power and only by following loss of power guidelines, have walked away from the scene. If you are one who has experienced such and would be willing to tell your story to membership, let me know and we'll get you on the program at a Club meeting. As always, you are encouraged to spend some of your flying dollars with your CFI practicing emergency procedures, including loss of power...

Member Spotlight – Meet Mike Finke!

This month we feature one of our own flight instructors, Mike Finke! Many of you know Mike and have flown with him personally. Mike has written a great piece titled "Why I Fly," in a recent aviation issue of The Common Reader, which is available online and in print. While we can't reprint the entire piece in this small space, I highly encourage you to give it a read!

Mike's passion for flying is evident throughout the piece, and he provides a lot more information than we could fit into 10 questions. A few excerpts are below but please use the link provided to view the piece in full.

Thanks Mike!

<https://commonreader.wustl.edu/c/why-i-fly/>

My first flight was in a red, open-cockpit Waco biplane ... For the short, three-dollar-a-head airshow ride, I was sandwiched between my father and brother in the front hole of this antique, which had been looping and rolling and trailing smoke in a Snoopy and the Red Baron gag a short while earlier.

A few years before moving away I became partners in a later model of just such an aircraft as my father had dreamt of acquiring. It was a six-seat Cherokee, but better, faster, with retractable gear and the latest avionics.

I did give aerobatics a try, in a Citabria (read the aircraft's name backwards) based at St. Charles Smartt Field ... A few spins and barrel rolls went fine, but the first attempt at a loop provoked intense nausea, and there ended my flying as an extreme sport.

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!

- None this month

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!

- WV77 – "Dog Days" Fly-In – September 2nd
- D52 – Fly-in/Drive-in Breakfast – September 4th
- 2W2 – Clearview Airport Fly-in / Drive-in – September 9th
- 11OA – Hid-A-Way Hills Airport Fly-In – September 9th
- Reno Air Races – September 13th-17th
- 14WS – Lakewood Lodge Fall Fly-In – September 14th-17th
- N35 – Punxsutawney Airport Awareness Day – September 16th
- KVV5 – Annual Corn Roast Fly-In – September 17th
- 22I – Vinton County Ohio – Airshow – September 17th
- KWAY – S.O.A.R. of Greene County Aviation Days – September 19th-20th
- 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](#)

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) - \$160

Off field fuel reimbursement:
\$6.90/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

Aug 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.



Jul. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:

Flap well repair work (inboard/outboard rib on the flap track replaced, rear spar reinforced, flap well tabs replaced.

N98887:

Carb heat cable replaced, bad spark plug replaced

N62104:

N684SP:

50hr inspection/oil change, audio panel upgrade

N2806M:

Left NAV light bulb replaced

N4335M:

50hr inspection/oil change, static leak fixed

N1963T:



This issue

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

Flight Times and Oil Usage **P.2**

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

Aug. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

Annual, complete flap well repairs

N98887:

Annual

N62104:

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

N684SP:

50hr inspection/oil, pitot/static check

N2806M:

Annual

N4335M:

50hr inspection/oil change

N1963T:

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
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
JUL	32.1	59.5	0.0	36.8	55.9	10.7	34.8	37.7	267.5
TOTAL	162.2	364.6	3.9	509.2	284.9	139.7	178.0	249.9	1892.4

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
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
JUL	1.0	3.5	0.0	3.0	5.5	1.0	4.0	3.8	21.8
TOTAL	7.0	18.0	0.0	33.0	26.1	13.0	27.0	19.8	143.9

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

Aircraft	Current Times			50hr Oil Change				100hr Inspection				Annual		TBO	Pitot/Static Check		Registration						
	Tach	ACTT	Date	Due	Remaining Hrs	Tach	ACTT	Date	Due	Remaining Hrs	Tach	ACTT	Date	Tach	ACTT	C/W Date	Due Date	2000hrs	C/W Date	Due Date	Issue Date	Expiration Date	
N89549	1265.3	1265.3	8/31/23 12:00 AM	1285.0	19.7				1335.0	69.7	1235.0	1235.0	07/24/23										
N684SP	464.9	5983.0	8/31/23 3:56 PM	460.5	-4.4	410.5	5928.6	07/31/23	100.0	-364.9				157.9	5676.4	02/07/23	02/07/24	-1283.5	08/17/23	08/16/25	04/19/05	04/30/26	
N98887	8279.0	8279.0	8/31/23 3:56 PM	8264.4	-14.6				8314.4	35.4	8214.4	8214.4	07/31/23										
N62104	1961.0	11961.0	8/31/23 3:56 PM	1982.1	21.1	1932.1	11932.1	12/04/22	100.0	-1861.0				1756.7		06/27/22	06/27/23	-1633.3	01/12/21	01/12/23	09/30/85	04/30/28	
N96573	833.7	13607.3	8/31/23 3:56 PM	882.0	48.3	801.8	13575.4	06/23/23	932.0	98.3	832.0	13605.6	08/27/23	832	13605.6	08/27/23	08/26/24	598.5	05/18/23	05/17/25	06/18/11	06/30/27	
N2806M	6939.0	6939.0	8/31/23 3:56 PM	6963.2	24.2	6913.2	6913.2	08/01/23	100.0	-6839.0				6490.9	6490.9	08/22/22	08/22/23	-34.9	02/04/23	02/03/25	07/14/10	11/30/27	
N4335M	816.6	4381.2	8/31/23 3:56 PM	770.0	-46.6	789.6	4339.9	07/28/23	820.0	3.4	720.0	4284.6	06/01/23	719.98	4284.57	06/01/23	05/31/24	-225.9	03/16/22	03/15/24	11/02/21	11/30/28	
N1963T	9347.5	9347.5	8/31/23 3:56 PM	9342.0	-5.5	9292.0	9292.0	05/29/23	100.0	-9247.5				9163.56	9163.56	09/09/22	09/09/23	-120.0	08/08/23	08/07/25	09/05/86	04/30/28	

Maintenance Summary:

Summary:

As you are well aware, we've been struggling a bit recently with some issues that require more time to repair. N96573 was one of those repairs. The good news is it's back online with a fresh annual!

Two other significant changes;

1. Now including Jason's leasebacks in the overall tracking summary.
2. Added the following fields to Skymanager:
 - a. 100hr
 - b. Annual
 - c. Pitot/Static
 - d. Registration

The updated totals are visible when checking out an aircraft, but they're also available when selecting on an individual aircraft with the full calendar view. At the bottom you will see the updated CW (comply with) dates, days or hours remaining before expiring and if it impacts the ability to dispatch an aircraft.

I think this will be helpful for the students/instructors to ensure the aircraft is compliant with 100hr, and for all members to have an idea when aircraft are approaching maintenance intervals.

Engine Update for N62104:

Scheduled to be offline starting 10/1-10/15 for annual. If possible, we'll pull it in sooner.

N684SP:

Unfortunately, we found a cracked #2 cylinder. Based on the location of the crack, it was not leaking oil nor failing compression tests. The good news is PennYan was able to expedite an overhauled cylinder for us, and should arrive by 9/1.

We're taking this opportunity to also complete the 100hr inspection.

Barring no problems, expected return to service is 9/17.

In addition, we have ordered an exchange engine and will be scheduled for replacement later in the year.

N2806M:

Will be offline starting 9/1 for an annual. We did receive a new nose spinner; it is being fitted then painted and will be installed as part of the annual.

No other KNOWN big squawk items, so we're hoping for a quick turnaround on the annual.

N4335M:

Still waiting on the oil filter sample to be returned from Blackstone labs. Expected by 9/1 or 9/5 at the latest. And will determine next steps based on the results.

N96573:

This was a big job, but I'm happy to report its back online.

During the annual we replaced the seat tracks, overhauled mags, prop bulkhead, rebuilt the nose strut, replaced the RH Main tire w/new, replaced tail hook, and several other items.

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: SAVE THE SEATS!!!

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

We NEED YOUR HELP!

We always ask that you treat the aircraft like they are your personal planes!

A little extra time cleaning, or getting back out of the aircraft to raise or lower your seat, holding up on the seat adjustment until your close to where you need to be, and keeping the nose light (back pressure on the yoke during taxi).

ALL THESE THINGS GO A LONG WAY IN EXTENDING THE LIFE OF OUR FLEET!

Another key reminder; after startup, pull the throttle back to 600-800 rpm and lean the mixture! I still observe members keeping the throttle at 1000-1200 rpm while sitting in the chute.

RUN-UP/Mag Check should be done as close to departure as possible.

When taxiing, reduce the throttle vs. riding the brakes.

DO NOT try to swing in towards the hangars before turning 90 degrees,

When IN DOUBT shut down and move by hand.

And PLEASE check the area around your aircraft after your done refueling. We have now had (3) instances where club members have drug the fuel farm 'ground wire' back to the hangar.

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

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 was no August meeting)