

this issue

Current News | 1

President's Corner | 2

Earning Their Wings | 2

Special Opportunity | 3

Plane Talk | 3

Member Spotlight | 4

New Members | 4

Upcoming Events | 4

Maintenance Corner | 5

Meeting Minutes | 8

**To Our Condor Family,**

Speaking for the entire Lewis Family, I wish to express my sincerest and heartfelt thank you for all of the love, support, cards, flowers and donations to the Lewis Scholarship that everyone extended to us on behalf of Linda. Her passing will leave a huge void in my heart as well as all those whom she touched over the years. As you know, Linda enjoyed aviation as much as I do and she was an inspiration to all those who have challenges in their life. She was definitely a fighter in many respects and never saw her disabilities to hinder her to try or achieve new things. Flying was one of those achievements as she enjoyed flying with me on our many cross-country trips in our Cessna 210. She was my life-long co-pilot and was the very reason I became successful in my aviation career. That is also why she help start and co-founded the Lewis Freedom of Flight Scholarship. She saw what aviation did for us and she wanted everyone to be able to pursue, achieve and enjoy the same dreams.

Linda always enjoyed attending the many functions of the Condor Club over the years, and she valued all the friendships and acquaintances that she made along the way. Although she will not be physically present anymore, know that she will be with all of us in spirit as a Guardian Angel at our monthly meetings and when we are out flying in the "Wild Blue Yonder".

Again, my sincerest thank you for all of your thoughts, prayers, love and support during these difficult times. Linda meant the world to me and it is a wonderful feeling to know that Linda meant so much to you also. She will live forever in our hearts. May God Bless each and every one of you and that He watch over you in all that you do. God Speed.

Sincerely,  
Jan Lewis



Linda and Jan Co-Founded the Lewis "Freedom of Flight" Scholarship Program, which provides young pilots an opportunity to pursue the same passion for aviation that Linda enjoyed. To support Linda's dream, the family has asked that, in lieu of flowers, donations be made to the Scholarship Program at the following link: <https://www.givesendgo.com/Lindalewis>



# President's Corner

by Keith McPherson

Happy fall!

Cool weather and great flying are ahead of us for the next couple of months. Also, this coming month is our annual election, so please plan on attending our October meeting.

Each year, three Board seats are up for re-election. Currently, we have three great candidates, Carrie Matvey, Bob Miladinovich, and Chris Vermilya. Nominations are still open, and will be closed this Tuesday just ahead of the election. If you know of a candidate, please consider nominating him or her.

On a personal note, last month, we lost a long-time Condor friend, Linda Lewis. Please see Jan's, Linda's husband, heartfelt words in this Aerogram, and please keep Linda's spirit flying high and in your hearts.

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!!!

- Joe Larsen – Certified Flight Instructor AND Certified Flight Instructor - Instrument

## General Club Meeting

The Condor Aero Club will meet on **Tuesday October 3<sup>rd</sup> at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, **and to cast your vote for board members!** 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 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 1<sup>st</sup> to March 31<sup>st</sup>, 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](mailto: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

## Condor Board

*President*

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## Special Opportunity!

Looking for some extra cash and want to try something new? Keep reading! Please contact Jay Patrikar for more information.

We are a group at the Robotics Institute, Carnegie Mellon University, conducting a voluntary study on workload estimation for pilots operating Vertical Takeoff and Landing (VTOL) aircraft. Our study aims to identify and estimate pilot workload, crucial for safe operation and performance on aerial vehicles. Workload will be measured using a multimodal set of sensors that detect physiological changes.

We are seeking able-bodied participants who match the following criteria:

- Participant must be fluent in English
- and at least 18 years old
- and not have cognitive impairments
- and not have visual impairments (impairments that are not correctable by conventional means) and not have motor impairments (should be able-bodied)
- and have no known susceptibility to motion sickness
- and at least have a private / sport / recreational pilot certificate (airplane, rotorcraft, glider) OR be a student pilot with at least one solo.

**Carnegie Mellon researchers are looking for pilots (including student pilots) for a user study!**

Our study examines workload estimation for pilots operating Vertical Takeoff and Landing (VTOL) aircraft. You will fly a VTOL in a simulator, while wearing sensors to detect physiological changes.



The study will take one session lasting ~ 2 hours. You will be compensated \$100.

 SCAN ME

OR

[tinyurl.com/cmworkload](http://tinyurl.com/cmworkload) VISIT THIS LINK

 Carnegie Mellon University  
RI SQH, 1723 Murray Ave

IRB Approval  
STUDY2023\_00000131  
"Workload Estimation in Urban Air Mobility"



This study will take place at RI SQH (1723 Murray Ave, Pittsburgh, PA 15217), in one session that lasts approximately 2 hours, and you will receive \$100 compensation for participation in the form of a gift card.

If you are interested in participating, please complete this form: <https://forms.gle/XADKrdGv1RxZP1aJ7>

## Plane Talk from our Chief Flight Instructor – Some Stall Talk

by Jake Vagias

I've always been surprised why the Private Pilot Airman Certification Standards (ACS) Skill Area Sec.VII only requires demonstration of power on & off stalls, both which are completed in a highly controlled, structured manner. It's only when you get to the Commercial Pilot ACS skill area Sec. VII do secondary stalls, cross controlled stalls, and elevator trim stalls get much mentioning ...situations much less predictable as to how the plane will react and requiring a higher level of knowledge and skill for proper, timely recovery.

**It's a Fact:** 1) The leading cause of fatal accidents in General Aviation is the loss of control in flight due to pilot error, the majority of those being stall to a spin scenarios. 2) Most fatal stall/spin accidents are during take-off and climb, followed by stall/spin fatal accidents in descent and approach stages of flight. 3) Flight training with an instructor can significantly reduce the risk of pilot error.

I once had a private student pilot on her second supervised solo, at Grove City where I was watching from the sideline as she attempted a go-around on her second landing. She added full power, the plane (N62104) pitched up, just hanging there 30 feet off the ground, with FULL flaps still extended. She quickly realized the imminent stall and reduced the angle of attack and retracted flaps progressively. She admitted afterward she had near full nose up trim on the approach because of the high angle of descent....an example of an elevator trim stall. Happy to report she went on to be an airline captain.

Another Condor pilot shared his story of having failed to set up nav equipment on an IFR flight prior to takeoff. As he focused on getting the right frequencies and radials tuned in on climb, ATC called for an immediate heading change. In making the heading correction the plane stalled, complete with left wing dropping and plane starting to roll over...example of an accelerated stall.

Cross controlled stalls are most likely to occur on a base to final turn, probably at 500'agl, when a pilot blows thru the extended center line, then banks excessively to get back to correct position, adding hard rudder to bring the nose over to center line.

Get with your favorite CFI and have an academic discussion of conditions leading to, preventive actions, and recovery techniques from accelerated, cross controlled, and elevator trim stalls. Then, with your CFI, take a plane and climb to a minimum of 3,000' AGL ( that's over 4,500' on your altimeter for this part of the world) and go through these stall exercises. It's best to do all of them several times over. Consider working on a commercial rating, just for the experiences and lessons you will glean. Let's not add to the stats on G.A. fatal accidents.



## Member Spotlight – Meet Kip Sobell!

What certificates/ratings do you hold?

Private with Instrument Rating as well as high performance, complex and tailwheel endorsements.

How many hours do you have?

825ish

How long have you been flying?

23 years

When did you join Condor?

I found Condor the 'hard way' (pre-Google) in 1999 and began flying with Ron Flinger. I passed my checkride in early 2000.

What prompted you to look skyward?

I flew in a private plane as a passenger with a college friend's father who was a retired Navy pilot. We circled the Statue of Liberty and around Manhattan. I knew there had to be a way that 'regular' people can achieve this. After marrying in the early 1990's, I pestered my wife to support my learning to fly.....it was a 'hard no' until two unexpected events happened in quick succession: The death of one of her work colleagues in his early 50's due to a heart attack and the death of my brother-in-law at age 41 from asymptomatic liver cancer. She pressed me to 'do it now' or forever hold my peace. Two weeks later, I was in the left seat with Ron on my right and my wife in the back seat to ensure that it was reasonable for me to do this. I was more frightened than she was.

What is your favorite part of flying?

Two things.....the awesome sense of freedom and sharing the experience with others.

What is your next aviation goal?

Either a Commercial ticket or a seaplane rating.

What is your favorite aircraft?

N62058.....only longer tenured Condor members will be familiar with this C172. It's the plane I learned to fly and the one that introduced my wife and children to the wonders of flight.

Any words of wisdom to share?

Like most things in life, there is no stasis; that is, we're either getting sharper and better or we're corroding. It's vital that we keep pressing forth to learn more and challenge ourselves. During an ATV trip some years ago with friends, I saw a sign on a particularly challenging hill climb that I've remembered while engaged in many adventurous and potentially dangerous activities....it has served my flying career, as well. It read simply, 'Don't be Stupid.'



## 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!

- Charles Baker
- Lucas Baker

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

## Upcoming Events

Mark your calendars for these upcoming aviation events!

- WV22 – Green Landings Fly-in/Drive-in – September 30<sup>th</sup>
- 4G1 – WAD South – October 6<sup>th</sup>-9<sup>th</sup>
- Cheat River – Cheat River Fall Fly-in – October 7<sup>th</sup>
- 9N1 – Van Sant Wings and Wheels 2023 – October 15<sup>th</sup>
- 79NC – Ball Airport Fly-in: 51st Anniversary – October 21<sup>st</sup>
- 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

Sep 2023

Chip Vignolini – (412)215-1225  
[chipvig@gmail.com](mailto: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.



## Aug. Completed Maintenance:

**GPS Databases on all Aircraft:**  
Completed successfully

**N89549:**  
Replaced base seal on #2 cylinder

**N96573:**  
flap work and annual completed (new seat rails, new spinner bulkhead, new fuel strainer bowl, tailhook replaced, rebuilt nose strut, new leading edge air scoop, new right main tire, left and right overhauled mags), oil change.

**N98887:**  
vacuum pump replaced, replaced bad plug

**N62104:**

**N684SP:**  
pitot/static check completed

**N2806M:**  
L50hr inspection/oil change, beacon/strobes power supply replaced

**N4335M:**  
25hr oil change, waiting on results

**N1963T:**  
belly beacon bulb replaced, pitot/static check completed



## 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**

## Sep. Planned Maintenance:

**GPS Databases on all Aircraft:**

**N89549:**

**N96573:**

50hr Oil Change

**N98887:**

Annual

**N62104:**

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

**N684SP:**

new #2 cylinder, 100hr/annual

**N2806M:**

annual, new spinner

**N4335M:**

still waiting on oil filter report from Blackstone

**N1963T:**

annual scheduled for 10/1

## 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](mailto: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
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
<b>TOTAL</b>	<b>157.6</b>	<b>663.9</b>	<b>518.3</b>	<b>906.4</b>	<b>707.9</b>	<b>112.6</b>	<b>312.4</b>	<b>729.9</b>	<b>4109.0</b>

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
AUG	32.6	72.2	0.0	4.8	89.7	14.4	24.7	36.7	275.1
<b>TOTAL</b>	<b>194.8</b>	<b>436.8</b>	<b>3.9</b>	<b>514.0</b>	<b>374.6</b>	<b>154.1</b>	<b>202.7</b>	<b>286.6</b>	<b>2167.5</b>

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
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
<b>TOTAL</b>	<b>0.5</b>	<b>5.5</b>	<b>13.3</b>	<b>15.0</b>	<b>10.0</b>	<b>3.5</b>	<b>15.5</b>	<b>10.8</b>	<b>74.1</b>

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
AUG	2.0	4.0	0.0	0.0	11.0	1.0	5.0	2.5	25.5
<b>TOTAL</b>	<b>9.0</b>	<b>22.0</b>	<b>0.0</b>	<b>33.0</b>	<b>37.1</b>	<b>14.0</b>	<b>32.0</b>	<b>22.3</b>	<b>169.4</b>

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		Pilot/Static Check						
	Tach	Hobbs	ACTT	Date	Due	Remainin g Hrs	Tach	ACTT	Date	Due	Remainin g Hrs	Tach	ACTT	Date	Tach	ACTT	C/W Date	Due Date	2000hrs	C/W Date	Due Date		
N89549	1271.8	4052.0	1271.8	9/5/23 12:00 AM	1285.0	13.2				1335.0	63.2	1235.0	1235.0	07/24/23									
N684SP	464.9	7547.1	5983.0	9/5/23 12:08 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		
N98887	8294.0	2359.9	8294.0	9/5/23 12:08 PM	8264.4	-29.6				8314.4	20.4	8214.4	8214.4	07/31/23									
N62104	1961.0	11263.9	11961.0	9/5/23 12:08 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		
N96573	846.4	8604.3	13620.0	9/5/23 12:08 PM	882.0	35.6	801.8	13575.4	06/23/23	932.0	85.6	832.0	13605.6	08/27/23	832	13605.6	08/27/23	08/26/24	585.8	05/18/23	05/17/25		
N2806M	6940.0	1481.9	6940.0	9/5/23 12:08 PM	6963.2	23.2	6913.2	6913.2	08/01/23	100.0	-6840.0				6490.9	6490.9	08/22/22	08/22/23	-35.9	02/04/23	02/03/25		
N4335M	816.6	4832.0	4381.2	9/5/23 12:08 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		
N1963T	9355.5	3261.1	9355.5	9/5/23 12:08 PM	9342.0	-13.5	9292.0	9292.0	05/29/23	100.0	-9255.5				9163.56	9163.56	09/09/22	09/09/23	-128.0	08/08/23	08/07/25		



# Maintenance Summary:

## Summary:

Still not where we want to be but making progress.

N684SP and N96573 are back online, and N2806M, should be wrapped up this week.

N1963T will be offline starting 10/1, and not expecting anything major.

## Engines:

Two engines were ordered from PennYan. An exchange for N684SP and an overhaul for N4335M.

## Annual Maintenance Report:

This is my first attempt at an annual report. All the data was compiled from; monthly maint. reports, maint. tracker, maint. invoices, and aircraft log book entries. The full report will be available upon request, and copies during the meeting.

Here's a snapshot of the most common items replaced in 2023:

2023	Description
37	50hr Inspection/Oil Changes
6	100/Annuals
5	Pitot/Static Checks
6	Mag Swaps
1	Starters
2	Vacuum Pumps
24	Spark Plugs
2	Main Ship Battery
2	Mufflers
8	Seat Tracks
12	Nav Lamps
5	Landing Lamps
3	Beacon Lamps
9	Main Tires
4	Nose Tires
16	Main Brake Linings

Next steps will be to compare this to 2022, and use it as a baseline as we move into 2024 to forecast costs.

## N62104:

We received an update last week from Airframes, that our wings were being staged and will be starting soon. No firm timelines to share yet, but will keep everyone posted.

## Changing of the Seasons:

Personally, I'm looking forward to fewer bugs, and clear cool skies.

Please, avoid 'rapid cooling' by transitioning throttle settings slowly.

## Skymanager Changes:

As mentioned last month, I've added; 100hr, Annual, Pitot/Static, and Registration in Skymanager to track due dates. Keep in mind, the aircraft is still airworthy if the 100hr is expired, but training is prohibited.

## Aircraft - KPJC N1963T

100 Hour	Expired 9/1/2023	Fail
Annual	Expired 9/30/2023	Fail
Pitot/Static		Pass
Registration		Pass
Maintenance Discrepancies		Pass

## N1963T:

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

## N684SP:

Back Online! It took a bit longer than expected to complete due to a crack discovered on the firewall, behind the battery box. But everything has been repaired, the #2 cylinder removed and replaced, the weather seal around the pilot's door, pilot's side front pocket was completely redone, along with the floor mat section along the door, and finally the rudder bearings were removed and replaced.

We have 10hr's on the cylinder so there are no flight restrictions, however, we are running 100W mineral oil for the first 25hrs.

## N2806M:

Annual was started, we had the wing spar eddy-current tested and everything passed.

The main struts are being rebuilt, spinner, w/front and rear bulkheads are being fitted. And we have the main wheel fairings and wheel pants back from the paint shop.

Currently planned to be back online the first week in Oct.

## N4335M:

Unfortunately, the Blackstone oil and oil filter results did not improve, so we decided it was best to ground the aircraft and start the engine overhaul.

## 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](mailto:chipvig@gmail.com)





June Outflow: American Express - \$18,667.28 (June Fuel)

Jason Jodkin moved and Dan Cox seconded, "The Condor Aero Club June 2023 Treasurer's Report is accepted as read."  
- Motion carried,

#### MAINTENANCE

Chip Vignolini's Maintenance report for June 2023 is attached and can also be read in the monthly Condor Aerogram.

Maintenance Director Chip Vignolini told the members the Club is not looking for another airplane at this time due to needing new engines for two of the airplanes.

#### UNFINISHED BUSINESS

Alan Connor thanked all those who helped with the work on the Condor Website. The updated website is ready to view.

#### PROGRAM

Ross Edmonson began his "Round the World" Flight from Zeligople. He returned to Zeligople victorious. The trip was delayed due to the COVID-19, but was finally concluded and welcomed back to Zeligople. He narrated his journey and showed many of his outstanding pictures. It truly was a celebration for our former Condor member.

REMARKS – President Keith thanked Ross for the excellent program and welcomed him safely back.

There will not be a meeting in August as the Annual Condor picnic will be held at the Zeligople Park on August 5, 2023. The next Regular Meeting will be September 5, 2023. President Keith reminded the members of the yearly election to be held at the October Meeting.

CURRENCY – There have been questions about the take-off and Landing currency. All pilots were advised to check Sky Manager for his/her currency before going to the airport.

#### ADJOURNMENT

Bob Belsterling moved and Glenn Kaiser seconded, "The July 2023 Meeting of the Condor Aero Club is adjourned."  
- Motion carried.