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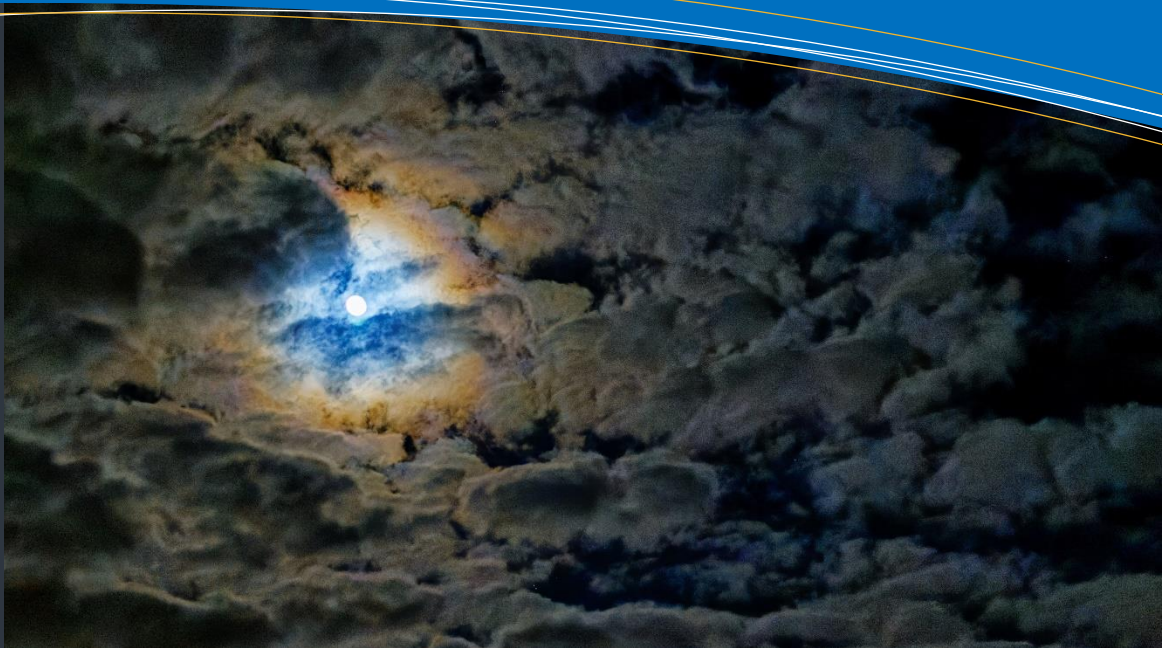


Photo Credit: Jan Vermilya

Condor Elects New Trustees to the Board

During the October General Meeting, Condor members voted to fill the three trustee positions that were up for election this year. We are fortunate to have a healthy club and committed membership and it is exciting to see the direction of the club take shape!

On behalf of the Board of Trustees, congratulations to the following candidates who have been elected to serve for the next three years:

- Bob Miladinovich
- Carrie Matvey
- Chris Vermilya

Bob and Carrie are continuing their tenure and we're excited to welcome Chris to the Board! After the election results were confirmed, the new Board of Trustees met and determined the officers and responsibilities for the coming year:

- President: Keith McPherson
- Vice-President: Chris Miladinovich
- Secretary: Dorothy Meeder
- Treasurer: Bob Miladinovich
- Membership: Greg Jarosz
- Maintenance: Chip Vignolini
- Chief Pilot/Programs: Carrie Matvey
- Safety/Communications: Alan Connor
- Chief CFI: Chris Vermilya

Congratulations again to those elected and thanks to our dedicated membership for your continued trust and contributions!

Finally, the Board would like to sincerely thank Ron Flinger for his years of service on the Board, as well as his dedication to Condor. Thanks, Ron!!



President's Corner

by Keith McPherson

Fall is in the air!

Thank you to all who were at our October meeting for our election. We welcome Chris Vermilya to the Board, and happy to have Carrie Matvey and Bob Miladinovich reinstated. We also held the winter seminar, so if you weren't able to attend, please review the materials on our website, and let Alan Connor know so you can continue to fly into the winter.

Have a great autumn!

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!!!

- Megan Marley – First Solo – October 19th, 2023

General Club Meeting

The Condor Aero Club will meet on **Tuesday November 7th at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, along with maintenance and financial updates. **Special treat this month, join us as Ross Edmondson shares details from his trip around the world!** 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 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.

In the world of crazy FAA written test questions, some stand out more than others. Courtesy of Ron Flinger, here's one that really makes you wonder. From the ASA Private Pilot Test Book in 1985, the FAA actually had the following question in the pool (remember, at that time, question pools were public information).

#1365: How should the fuel system be checked for leaks prior to flight?

1. Listen and smell.
2. Check all connections with a lighted match.
3. Cover all connections and tubing with soapy water.
4. Check pressure gauge reading before and after preflight

While the question is a fair one, the answer options leave something to be desired! I guess it's always good to have a few answers to easily eliminate?

If nothing stands out as being out of place, please talk to your favorite flight instructor!

Scholarship Opportunity!

EAA Chapter 857 is proud to announce that it will again participate in the 2024 Ray Aviation Scholarship Program. The deadline to apply for this \$11,000 scholarship is January 1st, 2024.

Applicants must meet the following criteria:

- o Must be seeking or currently training for their Airplane Private Pilot or Glider Certificate locally
- o Age 16-19 years old
- o Possess a 3rd Class Medical Certificate
- o Possess a Student Pilot's Certificate
- o Ability to start training within 60 days of scholarship award date

Applications are available for download here: <https://chapters.eaa.org/ea857>. Our prior year scholarship recipients include Naomi Wigley (2022-Condor Aero Club) and Colin Daniello (2023-High Flight Academy). Interested applicants may direct questions about this unique scholarship to the Chapter Scholarship Coordinator-Kyle Riedel (riedel.kyle@yahoo.com).

Plane Talk from our Chief Flight Instructor

by Chris Vermilya

After a flight, I'll admit one of the things I least look forward to are all the post-flight tasks. Fueling, pushing the aircraft in, and cleaning the bugs off the leading edges, nose, and windscreen. These tasks were new to me when I first joined Condor as I had come from a flight school where this was all handled for me. I was spoiled! All I had to do was show up, pre-flight on the ramp, and make sure to chock it when I was done. I guess that extra money I was paying had to go for something...

If you look across our membership, I'm certainly not alone in my experience. Many of our members find Condor after earning their certificate and have never had to perform many ground duties. During a new member checkout, our instructors will provide guidance on proper procedure but often times that brief overview may not be enough. If you see a fellow member unsure of what to do, or potentially heading towards a problem, please step in and offer to help! Offering to help push an aircraft into the hangar or wipe down the leading edges goes a long way and you'll have no excuse to not get to know someone new!

Also remember Condor has a motorized tug available to ease the burden of moving an aircraft. If you don't know how to use it, ASK!

Member Spotlight – Meet Jim Richardson!

What certificates/ratings do you hold?

PPL, Restricted Radio Operator Permit

How many hours do you have?

Around 250 hours

How long have you been flying?

Since 2010, licensed in 2013

When did you join Condor?

September 2023

What prompted you to look skyward?

When I was in the U.S. Navy, I traded the use of a satellite phone for a ride in an F/A 18-C SuperHornet. After cleaning myself up after that experience, I was hooked, one of the pilots in the wing had a Cessna, and when we got back stateside he started taking me up showing me the basics.

What is your favorite part of flying?

It's a stress reliver. Back when I started, I was getting burned out working in healthcare. Flying takes away all the current racing thoughts and bad energy to have as you have to focus on flying the plane. You forget whatever has been troubling you while you are stick to clouds.

What is your next aviation goal?

Well, it's about time I moved things along to start getting an instrument rating.

What is your favorite aircraft?

Any one that lands, and is not forced down.

Any words of wisdom to share?

There are no trainings to fully prepare you for every emergency, no matter what you do, just fly the plane.



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!

- Matthew Jones

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!

- 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) - \$125
N96573 (C172) - \$125
N62104 (C172) - \$125
N684SP (C172SP) - \$130
N2806M (P28A) - \$130
N1963T (P28R) - \$135
N4335M (P28B) - \$160

Off field fuel reimbursement:
\$6.95/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

Oct 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.



Sep. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
Resolved headset INOP issue

N96573:
50hr oil change

N98887:
100hr inspection completed, new main tires, brakes, fuel bowl parts, still waiting on cylinder

N62104:

N684SP:
New #2 cylinder, 100hr/annual completed

N2806M:
Annual started, new spinner, wheel fairings and pants are back from the fiberglass/paint shop, eddy current wing spar

N4335M:
Started engine overhaul (PennYan already has our cylinders)

N1963T:



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Oct. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

100hr/annual (14.8 hours remaining)

N98887:

Complete 100hr

N62104:

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

N684SP:

25hr oil change

N2806M:

Complete 100hr/annual

N4335M:

Engine removal and shipped to PennYan

N1963T:

Complete annual.

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
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
AUG	32.6	72.2	0.0	4.8	89.7	14.4	24.7	36.7	275.1
SEP	33.9	13.4	0.0	98.6	27.1	39.2	0.0	0.0	212.2
TOTAL	228.7	450.2	3.9	612.6	401.7	193.3	202.7	286.6	2379.7

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
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
AUG	2.0	4.0	0.0	0.0	11.0	1.0	5.0	2.5	25.5
SEP	2.0	1.0	0.0	7.5	4.0	3.0	0.0	0.0	17.5
TOTAL	11.0	23.0	0.0	40.5	41.1	17.0	32.0	22.3	186.9

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 10/30/2023

Aircraft	Current Times				50hr Oil Change						100hr Inspection						Annual				TBO	Pitot/Static Check					
	Tach	Hobbs	ACTT	Date	Due	Remainin g Hrs	Tach	ACTT	Hobbs	SMOH	Date	Due	Remainin g Hrs	Tach	ACTT	Hobbs	SMOH	Date	Tach	ACTT	C/W Date	Due Date	2000hrs	C/W Date	Due Date		
N89549	1311.9	4109.3	1311.9	10/30/23 12:00 AM	1285.0	-26.9						1335.0	23.1	1235.0	1235.0	3999.7		07/24/23									
N684SP	522.3	7620.6	6040.4	10/30/23 8:20 PM	514.9	-7.4	492.1	6010.2	7580.5	3312.7	10/10/23	564.9	42.6	464.9	5983.0	7547.1	3283.5	09/26/23	464.9	5983	09/26/23	09/25/24	-1340.9	08/17/23	08/16/25		
N98887	8327.6	2408.3	8327.6	10/30/23 8:20 PM	8354.0	26.4						8404.0	76.4	8214.4	8214.4	2252.1		07/31/23									
N62104	1961.0	11263.9	11961.0	10/30/23 8:20 PM	1982.1	21.1	1932.1	11932.1	11221.7		12/04/22	100.0	-1861.0						1756.7		06/27/22	06/27/23	-1633.3	01/12/21	01/12/23		
N96573	931.6	8722.1	13705.2	10/30/23 8:20 PM	882.0	-49.6	893.6	13667.2	8669.3	1460.4	09/24/23	932.0	0.4	832.0	13605.6	8584.2		08/27/23	832	13605.6	08/27/23	08/26/24	500.6	05/18/23	05/17/25		
N2806M	6982.6	1533.2	6982.6	10/30/23 8:20 PM	6990.1	7.5	6913.2	6913.2	1448.2	2009.10	08/01/23	7040.1	57.5	6940.1	6940.1	1482.1	2039.00	10/07/23	6940.1	6940.1	10/08/23	10/07/24	-78.5	02/04/23	02/03/25		
N4335M	816.6	4832.0	4381.2	10/30/23 8:20 PM	770.0	-46.6	789.6	4339.9	4803.7	2199.11	07/28/23	820.0	3.4	720.0	4284.6	4730.7	2184.75	06/01/23	719.98	4284.57	06/01/23	05/31/24	-225.9	03/16/22	03/15/24		
N19637	9378.6	3290.6	9378.6	10/30/23 8:20 PM	9394.0	15.4	9344.0	9344.0	3182.4	2116.48	08/26/23	100.0	-9278.6						9163.56	9163.56	09/09/22	09/09/23	-151.1	08/08/23	08/07/25		

Maintenance Summary:

Summary:

One day, I hope to have ALL GOOD NEWS to report. But unfortunately, the blows keep coming.

Last month I reported N96573 was back online, and N2806M, should be wrapped.

The good news is we did wrap up 06M, and kept 4SP flying, however during the 100hr on 573 we discovered a crack in the engine block. The engine only had ~1500hrs, so this was totally unexpected.

We decided the quickest thing to do was to use 104's newly overhauled engine on 573 since we're still waiting on wings.

We quickly removed the engine from 104 and installed it on 573, and it should be running it this week, possibly flying over the weekend and returned to service next week. Barring no further problems.

Engine Update:

We are now up to (3) engine overhauls, but only budgeted for (2), so we're keeping a close eye on expenses and deferring 'upgrades' when possible until we get everything back online.

The engine for N4335M and N684SP has started the overhaul process. Expected back late Dec/Jan.

The engine from N96573 will be shipped to PennYan later this week. And expected back late Jan/Feb.

N62104: (Offline)

The wings are well underway. We've been getting reports on control surfaces, etc. Once all the sheet metal work is completed.

Both wings and all control surfaces will be sent to their paint shop.

Once that's complete, Airframes will completely assemble all control surfaces, and we'll coordinate retuning them to KPJC. I'm really looking forward to sharing pictures of the wings back on the aircraft.

N4335M: (Offline)

Engine sent off for overhaul. Removing the engine mount now for overhaul. Prop will be delivered to East Coast Prop later this week.

N684SP:

We are quickly approaching the 100hr probably mid Nov. there's ~42hrs remaining

Engine swap expected late Dec possibly Jan. This will be a much quicker process than the traditional overhaul. But still estimating 30-45days.

We can't send the engine mount, oil cooler and prop out for overhaul until we take it offline and start the removal.

N2806M:

Back online, sporting a new spinner and freshly overhauled wheel pants.

~57hrs remaining on the 100hr, and 50hr oil change due first week of Nov.

N1963T: (Offline)

The annual was started as planned, however it was delayed due to the unexpected engine swap on 573.

Wing spars will be eddy-current tested tomorrow.

Other known items are: stabilator bearing replacements, and possible heat muff.

Expected return will be mid to late Nov.

Leasebacks:

N89549: ~23hrs remaining on the 100hr

N98887: ~76hrs remaining on the 100hr

I'm also working with Jason to add all the similar data to the summary sheet.

Changing of the Seasons:

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

It's also time to plug in the engine block heaters!

Also please, avoid 'rapid cooling' by transitioning throttle settings slowly.

Pipers: SAVE THE SEATS!!!

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

You should also always take care on how you board and de-board. You never want to jump up onto the wing walk or slam your bags down, etc.

The theme should always be: BE GENTLE!

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 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 **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

September 5th, 2023

Look for October meeting minutes in next month's newsletter

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

CALL TO ORDER

President Keith McPherson called the September 2023 Meeting to order at 8:00 p.m.

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

MINUTES

Jason Jodkin moved and Dan Cox seconded, "The July 2023 Condor Regular Meeting Minutes are approved."

- Motion carried.

READINGS: 1ST Reading - Jeffrey Brinkhus

Nathan Collins

Connor Griffin

Madison Golden

Joseph Vargo

2nd Reading Matthew Jones

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account balances as of 9/1/2023.

(Cash flow for August 2023)

Accounts Receivable - (\$88,589.24)

Total Cash Checking Accounts

Beginning balance - \$130,477.27

Inflows - 25,823.98

Outflows - 45,657.36

Net - -19,833.38

Balance as of 9/1/2023 - 110,643.89

First Commonwealth Line of Credit

Rate - 9.25%

Line of Credit - 25,000.00 Balance \$0.00

Off field reimbursement as of 8/21/2023: \$6.90

June Outflow Highlights:

Fombell Aviation: \$15,773.65 Maintenance

American Express: \$18,081.53 Fuel

FCB Sweep Account Interest: \$340.00 YTD \$568.95

The Sweep Account has recently been opened. The Club is realizing the interest return as shown.

Glenn Kaiser moved and Frank Szczerba seconded, "The Condor Aero Club Treasurer's Report is accepted as read."
- Motion carried.

MAINTENANCE REPORT

Director of Maintenance Chip Vignolini submitted the Maintenance Report for July 2023 and August 2023. The Maintenance Report is attached. It is published in the Condor News Letter also.

UNFINISHED BUSINESS

President Keith McPherson explained the 100-Hour Inspection Rule. All Club aircraft must have a 100-Hour Inspection. No instruction of any kind can be done in an aircraft above the 100-Hour Inspection.

ADMINISTRATIVE PROBLEMS – Ron Flinner noted he gets checks with mistakes, i.e., wrong date, no date, no signature, illegible writing, etc. He asked the members to please be aware and not make mistakes.

PROGRAM

A representative for the Experimental Aircraft Association (EAA) , Joss Slagoe, presented information about the EAA Chapter 857, currently meeting at the Butler Airport. She urged all to read the literature and note all of the worthwhile activities of the Chapter. Anyone interested is invited to join.

OCTOBER ELECTION

Jake Vagias has been appointed the Condor Election Officer. He asked for a motion to open Nominations. Frank Szczerba moved and Kip Sobel seconded, "To open nominations for election."

– Motion carried.

NOMINEES: RON FLINNER (DECLINED)

CARRIE MATVEY (ACCEPTED)

BOB MILADINOVICH (ACCEPTED)

CHRIS VERMILYA (ACCEPTED)

Nominations will be closed at the October meeting.

ADJOURNMENT

Carrie Matvey moved and Kip Sobel seconded, "The September 2023 Meeting of the Condor Aero Club is adjourned."
- Motion carried.