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Photo Credit: Hyrum Wright

## Condor Accomplishments in 2023!

It's been a busy year for many of our members! As the year comes to a close, we want to recognize and congratulate our pilots who have been working hard to earn new certificates and ratings. As any pilot knows, advancement doesn't happen on accident and there is a lot of studying and work that goes unseen in the leadup to a checkride.

Congratulations Condor Pilots!!

### Private Pilot

- David Kohanbash
- Debbie Miladinovich
- Sarah Souders

### First Solo

- Joe Thompson
- Max Fancher
- Casey Matvey
- Megan Marley

### Instrument Rating

- Anna Beck

### Commercial Pilot

- Hyrum Wright

### Multi-Engine Rating

- Jessica Miladinovich
- Chris Vermilya

### Certified Flight Instructor

- Robert Steffy
- Joe Larsen

### Certified Flight Instructor – Instrument

- Jessica Miladinovich
- Joe Larsen

### Multi-Engine Instructor

- Jessica Miladinovich



# President's Corner

by Keith McPherson

Happy Holidays!

As we enter this holiday week, I wish you all a very joyous time to spend with family and friends, to reflect on the past year, and to look forward to 2024.

Last year, 2023, was a transitory year for Condor - mainly focused around implementing a more rigorous and structured maintenance practice. I'd personally like to thank Chip for leading this effort. I'd also like to thank all of you for being patient as these processes were implemented, and as we ran each aircraft in the fleet thru the process. We had some catching up to do, but I'm happy to relate that all Condor-owned aircraft have now been thru an annual with the new process. This will hopefully streamline maintenance going forward, and minimize downtime.

Lastly, again, I'd like to wish each of you and your families a joyous holiday season, and a happy and healthy new year!

Fly Often, Fly Safely, 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!!!

- Sarah Souders – Private ASEL – December 28<sup>th</sup>, 2023
- Hyrum Wright – Commercial ASEL – December 20<sup>th</sup>, 2023
- Jessica Miladinovich – Multi Engine Instructor – November 27<sup>th</sup>, 2023
- Chris Vermilya – Commercial AMEL – November 15<sup>th</sup>, 2023

## General Club Meeting

The Condor Aero Club will meet on **Tuesday January 2<sup>nd</sup> at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, along with maintenance and financial updates. 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 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 due 12/31. 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

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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.

Cowl plugs... we pop them in after every flight to keep the birds and mice from building nests in the comfort of the cowling and to also keep in heat during the winter months. This small effort goes a long way, even in a covered hangar! And during preflight, we remove the plugs and ensure nothing has decided to make a home inside the space.

Here come the questions! First, why is there a strap connecting the two plugs together? And second, when putting the cowl plugs in, which side of the prop does the strap go?

Before reading further... answer the questions and see if you're correct.

1. Why are the two plugs connected?  
There are 2 main reasons why the two cowl plugs for our aircraft come connected, 1) to keep them together when not in use (it would be irritating to have one and not the other...), and 2) to provide a point at which the prop can pull the plugs out if they are inadvertently left in place and the engine is started. If the plugs are not removed and the engine is started, no air would be able to get into the cowling which poses a big problem for an air-cooled engine! An overheated engine can eventually destroy itself. In the winter months you may not even notice the overheating during taxi and runup which means you now have an even bigger problem in the air.
2. Which side of the prop does the strap go?  
So now that we know why the strap is there, which side of the prop does it belong when the plugs are installed? The answer: ABOVE at least one prop blade. This allows the rotating prop to catch the strap and pull the plugs out during engine start. Leaving the strap below the blades means the prop will not catch anything and you've sealed them in place.



## Plane Talk from our Chief Flight Instructor *by Chris Vermilya*

As 2023 comes to a close, it's good to reflect on the people we enjoy life with and this club is a big part of my circle. I'm thankful for the friends and fellow pilots I have in this organization and appreciate the comradery we've built. I'm looking forward to what's in store and hope to meet even more of you!

Please continue to fly safe and reach out with any questions or concerns!

From my family to yours, Merry Christmas and Happy New Year!

## Member Spotlight – Meet Ed Labruna!

What certificates/ratings do you hold?

Private Pilot, single-engine.

How many hours do you have?

Around 221 hours.

How long have you been flying?

I started flying in 2014.

When did you join Condor?

I joined in 2015.

What prompted you to look skyward?

In terms of joining Condor, I was looking for a club to be able to continue flying after I finished my training, and Condor was the best option around. Referring to flying in general, I have always been attracted to aviation; I have flown RC planes and helicopters since I was 8 years old.

What is your favorite part of flying?

For me, it is the focus portion; when I fly, I only think of one thing, which is flying. I also like the complexity and the challenges that present.

What is your next aviation goal?

Instrument Rating for sure, whenever I have the time to do it.

What is your favorite aircraft?

I would love to own a Cirrus SR 22, but I really enjoy Cessna 172 and 182, really great machines.

Any words of wisdom to share?

Don't trust yourself, trust the process and training. Don't trust memory, trust checklists. The most important is to ALWAYS fly the plane first, everything else is after that.



## 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

## 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!

- Meet more members in the new year!

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](#)

Dec 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.



## Nov. Completed Maintenance:

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

**N89549:**

**N96573:**

Engine swap completed, and returned to service

**N98887:**

Tach replaced, engine oil cleaned and COM1 radio repaired, cabin heat knob repaired

**N62104:**

**N684SP:**

taxi light toggle switch replaced, engine cleaned and checked due to oil in the hangar and on the ramp. Right fuel gauge intermittently pegs, drops to zero, then restores. Tail beacon cone and beacon were replaced.

**N2806M:**

50hr oil change, replaced left nav light

**N4335M:**

Engine removed and shipped to PennYan

**N1963T:**

100hr/annual continued.



## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

## Dec. Planned Maintenance:

**GPS Databases on all Aircraft:**

**N89549:**

100hr/Annual

**N96573:**

50hr oil change

**N98887:**

**N62104:**

Wings completed

**N684SP:**

100hr/Annual inspection

**N2806M:**

100hr/Annual inspection

**N4335M:**

**N1963T:**

Complete 100hr/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](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
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>	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
OCT	31.9	60.1	0.0	34.5	35.5	0.0	0.0	55.4	217.4
NOV	23.3	62.9	0.0	45.6	65.7	0.0	0.0	51.6	249.1
<b>TOTAL</b>	283.9	573.2	3.9	692.7	502.9	193.3	202.7	393.6	2846.2

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
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>	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
OCT	1.0	5.0	0.0	3.0	4.0	0.0	0.0	5.8	18.8
NOV	2.0	4.0	0.0	1.5	8.3	0.0	0.0	5.0	20.8
<b>TOTAL</b>	14.0	32.0	0.0	45.0	53.4	17.0	32.0	33.1	226.5

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 12/26/2023

Aircraft	Current Times				50hr Oil Change					100hr Inspection					Annual				TBO	Pilot/Static Check											
	Hobbs	Tach	ACTT	Date	Due	Remainin g Hrs	Hobbs	Tach	ACTT	SMOH	Date	Due	Remainin g Hrs	Hobbs	Tach	ACTT	SMOH	PTT		Date	Hobbs	Tach	ACTT	C/W Date	Due Date	2000hrs	C/W Date	Due Date			
N89549	4144.8	1337.4	11337.4	12/26/23 12:00 AM	1378.2	40.8						1428.2	90.8	3999.7	1328.2	11328.0	1058.2	1058.2	12/14/23		1328.2	11328	12/14/23	12/14/23							
N684SP	7693.8	577.2	6095.3	12/16/23 8:32 PM	626.6	49.4	7580.5	492.1	6010.2	3312.7	10/10/23	676.6	99.4	7692.9	576.6	6094.7	3394.2	6094.7	12/23/23		7692.9	576.6	6094.7	12/23/23	12/23/23	-1395.8	08/17/23	08/16/25			
N98887	2512.5	743.3	743.3	12/16/23 8:32 PM	693.5	49.8						743.5	0.2	2252.1	8214.4	8214.4			07/31/23												
N62104	11263.9	1961.0	11961.0	12/26/23 8:32 PM	1982.1	21.1	11221.7	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	8809.8	994.6	13768.2	12/16/23 8:32 PM	981.8	-12.8	8793.7	984.3	13757.9	52.5	12/16/23	1031.8	37.2	8722.6	931.8	13705.4	0.0	3633.3	11/07/23		8722.6	931.8	13705.4	11/07/23	11/06/24	1937.2	05/18/23	05/17/25			
N2806M	1622.9	7053.9	7053.9	12/16/23 8:32 PM	6990.1	-63.8	1548.8	6995.1	6995.1	2009.10	11/05/23	7040.1	-13.8	1482.1	6940.1	6940.1	2039.00			10/07/23		941.1	6940.1	6940.1	11/07/23	10/06/24	-149.8	02/04/23	02/03/25		
N4335M	4832.0	816.6	4381.2	12/26/23 8:32 PM	770.0	-46.6	4803.7	789.6	4339.9	2199.11	07/28/23	820.0	3.4	4730.7	720.0	4284.6	2184.75		06/01/23		4730.7	719.98	4284.57	06/01/23	05/31/24	-225.9	03/16/22	03/15/24			
N1963T	3302.4	9388.0	9388.0	12/16/23 8:32 PM	9429.0	41.0	3182.4	9344.0	9344.0	2116.48	08/26/23	9479.0	91.0	3291.3	9379.0	9379.0	2151.48	1773.78	12/12/23		3291.3	9378.98	9378.98	12/12/23	12/11/24	-160.5	08/08/23	08/07/25			

## Maintenance Summary:

### Summary:

Merry Christmas/Happy New Year!

The last month has been a blur, I'm way behind following up with members one-on-one, regarding issues. So more of a heads up in case I reach out to you in Jan regarding something that happened in Nov/Dec.

Couple key things; As I'm sure you're well aware, I'm constantly harping on installing cowl plugs correctly to avoid accidentally starting the engine with the plugs still installed then departing. I recently received an email with that exact subject line. Please take a few minutes and check it out.

'Avoiding a Deadly Mistake' by pilot workshops; <https://pilotworkshop.com/tips/avoiding-a-deadly-habit/>

On the positive side, we recently had a member start the engine while the cowl plugs were installed, and they were immediately ripped out. This brings me to my next reminder, please make sure you're looking outside when you hit the ignition switch. You should be aware of something being ripped from the engine or even possibly pulled FOD from the tarmac.

If you have an incident like this, you should immediately power down, pick up the carnage, and notify myself or another board member. We want to ensure no damage was done to the prop, spinner, etc. before you continue on your journey.

The other concerning part was the plane flew again after that incident, with red markings on the spinner and cowling. That member never questioned or squawked the marks.

Just a reminder, please if you see anything out of the ordinary don't hesitate to send me a quick text, email, or call.

### N62104: (Offline)

The wings are finished, and we will be picking them up either this week or next.

The engine is also due back in the March timeframe.

### N4335M: (Offline)

Engine was sent back to PennYan. Prop was overhauled and returned from East Coast Propellor. Engine mount has been removed and will be sent for overhaul along with the oil cooler.

Engine expected back late Feb/Mar.

We are working on the Avionics upgrades, however still having difficulty with resources to complete. The goal is to have everything done prior to returning the aircraft to service.

### N1963T:

100hr/Annual completed and returned to service, however we had to knock it down again after the first cross country due to an engine temp gauge issue. That has since been resolved and it's once again back online.

### N2806M:

Currently over 100hr but still airworthy, Just restricted from instruction. It will be taken offline this week or next, and ETA for return is (5-7) days.

### N684SP:

100hr/Annual completed. Had to replace elevator bearing/bushings, and some other items but it's back online.

We occasionally still see the right fuel gauge spike then return to normal levels. Instead of just replacing the existing gauge, we decided to order a new magnetic/digital system. Which is supposed to be more reliable and not be plagued with the same rheostat corrosion issues of the original fuel sending units.

### N96573:

50hr was completed, the oil changed to 15w50, and all flight restrictions lifted.

Believe it or not, there's ~35hrs remaining on the 100hr, so it will probably be pulled in immediately after 06M (~mid Jan).

### Leasebacks:

#### N89549:

100hr was completed and returned to service. , ~90hrs remaining on the 100hr

#### N98887:

100hr scheduled for Jan  
~1hrs remaining on the 100hr

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

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

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

Look for November meeting minutes in February's newsletter

*Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., November meeting minutes are approved at the January meeting as there is no December meeting)*