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Photo Credit: Conor Griffin

N684SP Accident Update

We wanted to inform you about a recent accident involving one of our aircraft, N684SP. The most important news is that everyone involved in the accident is safe, and that remains our primary concern.

There is substantial damage to the aircraft. In line with standard procedure, both the Federal Aviation Administration (FAA) and the National Transportation Safety Board (NTSB) have classified this event as an accident and are conducting their investigations. That is currently in progress.

At Condor Aero Club, safety is our primary concern. Once the official FAA and NTSB investigations are complete, we will be conducting our own investigation. This internal review will help us identify any necessary safety measures or process improvements to prevent such accidents in the future.

We are currently working closely with the FAA, NTSB, and our insurance company throughout this process. We understand the importance of transparency and accountability, and we are committed to keeping our members informed every step of the way. It's the requirement of these investigational agencies that the aircraft remain secured, locked and not be disturbed until they are complete with their process so please do not attempt to get into 4SP's hangar. Once we understand the extent of the damage and the reparability we will evaluate replacement aircraft options.

Should you have any questions or concerns, please reach out to me directly. Your safety and satisfaction are our top priorities, and we appreciate your continued support and understanding during this time. Managing this event is a top priority for us along with getting the remaining fleet back into the air as soon as possible as we enter the busy flying season.

Sincerely,

Chris Miladinovich
Vice President
Condor Aero Club



Leadership Corner

by Carrie Matvey

Happy Spring Condor Members!

We've been fortunate to have some great flying weather lately. Hopefully everyone has had the chance to take advantage of the blue skies! One quick reminder to keep a close eye on not just the weather here, but make sure you're checking other local airports. Our PJC AWOS doesn't always show the full picture of current weather. Checking PIREP's is also an important part of the picture. If in doubt, check with an instructor before going flying to get their opinion on your go/no-go decision. As always, it's better to be on the ground wishing you were in the air than in the air wishing you were on the ground!

Fly safe!

Earning Their Wings!



That first solo... the first checkride... adding ratings... and more, these pilots are celebrating, and we share in their excitement. CONGRATULATIONS!!!

- Jonathan Hall – First Solo – April 16th, 2024
- Maddie Golden – Instrument Rating – April 2024
- Judy Volkar – Airplane Single Engine Sea – March 2024

General Club Meeting

The Condor Aero Club will meet on **Tuesday May 7th 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' Gift Program! 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 – 2024 dues and insurance 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.

As the warm weather continues to roll in, remember to be on the lookout for all aircraft, not just the powered type! Gliders are more common than you may realize and on warm days, they can be found riding the thermals across many of our common flight paths. Being (usually) slower aircraft, they have the right of way and we as powered craft pilots are responsible for seeing and avoiding them.

There are more than a few instances of near misses between powered and non-powered aircraft so be vigilant! Students, if your instructor has not talked to you about gliders, please ask them!

Our VFR sectionals call out glider ports and these areas are of course prone to gliders! Many of the A/FD entries also call out glider activity and their locations so make sure to use ALL resources available when planning your flight.

Same goes for parachute operations! Remember, Grove City (29D) has frequent jump operations so listen and be aware of what's going on around you!



Help Needed – Programs Committee

The Condor Board is looking for volunteers to help us plan and bring fun and informative content to our monthly meetings! If you have ideas for meeting topics or you would like to participate in the planning of our programming, please reach out to Carrie Matvey (412.418-8547). We want to ensure our meetings are informative and worthwhile and would love your input.

IDEAS
WANTED



Plane Talk from our Chief Flight Instructor by Chris Vermilya

Happy Spring! As is typical of Pittsburgh, it feels like spring lasted all of a week and it's now over 80 degrees. But looking back over the last month, the weather has been fairly decent and it's great to see people flying. I know I'm an aviation nerd but I still get a kick out of seeing a plane fly low over my house and when I check ForeFlight, I often see it's a Condor aircraft!

The warmer weather brings the threat of thunderstorms and all the fun that goes with them. Please, please check your forecasts and be ready for rapidly changing conditions as the afternoons heat up! Strong winds and hail can come up quickly and you don't want to be caught in a dangerous situation. If you do find yourself somewhere you wish you weren't, turn around! Divert from your planned flight and land somewhere safe. We learn about get-there-itis and some of the other detrimental behaviors but they are not just terms in a book to memorize for a test or checkride. They are real and can crop up when you least expect them.

Any of our instructors would be more than happy to help check a flight plan or weather forecast, just give them a call! Fly safe!

Member Spotlight – Meet Nash Leslie!

What certificates/ratings do you hold?

I hold an ATP, CFII/MEI

How many hours do you have?

I currently have about 2,700 hrs total

How long have you been flying?

In 2019 I left my job as a crane operator to become a pilot, after hearing that the wages and working conditions had improved significantly since I looked into it originally in 2009.

When did you join Condor?

I was extremely excited and grateful to be able to join Condor in October of last year. Being able to take my wife and daughter out for \$100 hamburgers is priceless.

What prompted you to look skyward?

I've always been obsessed with flight, from the Wright brothers to Space X, but coming from a blue collar family I was unable to realize that dream fiscally until 2019.

What is your favorite part of flying?

It's difficult to verbalize everything I love about flying, but if I have to pick one, it's getting to share it with other people.

What is your next aviation goal?

I'm fortunate to be living my dream as an Airline Captain at Republic Airways. I may someday move on to a major airline.

What is your favorite aircraft?

I actually don't have a favorite aircraft. One of the best things about aviation is that each plane is so unique. I love the speed and power of a jet, but it's hard to beat low and slow in a J3 on beautiful day.

Any words of wisdom to share?

Dreams can come true, with enough determination and a bit of luck.



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) - \$98 |
| N98887 (C172) - \$133 |
| N96573 (C172) - \$133 |
| N62104 (C172) - \$133 |
| N684SP (C172SP) - \$138 |
| N2806M (P28A) - \$138 |
| N1963T (P28R) - \$145 |
| N4335M (P28B) - \$168 |

Off field fuel reimbursement:
\$6.60/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 fuel 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!

- Jonathan Hall
- Loran Hickton
- Andrew Strat
- Joseph Williams

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!

- 56WV – Cheat River Fly-in – May 11th, 2024
- VG16 – 4th Annual Flying Horseman Ranch Fly-in – May 19th, 2024
- 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](#)

Apr 2024

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.



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Mar Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:
50hr oil change/inspection completed

N98887:

N62104:
engine mount installation

N684SP:
started 100hr/annual, replaced spring on cabin heat valve assembly

N2806M:
50hr oil change completed.

N4335M:
continued work on instrument panel

N1963T:
50hr oil change completed, replaced left wing tank sump drain

Apr Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:
100hr/annual

N98887:
100hr/annual

N62104:
install wings and engine mount. Oil Cooler and engine mount returned with no major repairs needed.

N684SP:
100hr/annual

N2806M:
100hr/annual

N4335M:
engine mount/firewall, and instrument panel work. Oil cooler and engine mount returned. The engine mount had severe corrosion and all tubing had to be replaced.

N1963T:
100hr/annual

Time Remaining on 100hr/Annual:

N684SP = 82.1

N96573 = 87.4

N2806M = 0

N1963T = 12.2

N89549 = 24.3

N98887 = 6.5



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:

2023 Flight Hours

| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 2806M | TOTAL |
|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|---------------|
| 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 |
| DEC | 13.6 | 10.8 | 0.0 | 46.5 | 38.5 | 13.1 | 0.0 | 34.0 | 156.5 |
| TOTAL | 297.5 | 584.0 | 3.9 | 739.2 | 541.4 | 206.4 | 202.7 | 427.6 | 3002.7 |

2024 Flight Hours

| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 2806M | TOTAL |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| JAN | 8.0 | 21.9 | 0.0 | 36.3 | 0.0 | 6.7 | 0.0 | 9.0 | 81.9 |
| FEB | 42.5 | 67.7 | 0.0 | 44.8 | 37.7 | 50.6 | 0.0 | 57.7 | 301.0 |
| MAR | 16.5 | 46.0 | 0.0 | 84.8 | 37.6 | 12.2 | 0.0 | 35.4 | 232.5 |

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

Oil Usage:

2023 Oil Used

| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 2806M | TOTAL |
|--------------|-------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|--------------|
| 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 |
| DEC | 1.0 | 1.0 | 0.0 | 1.0 | 4.0 | 0.0 | 0.0 | 4.0 | 11.0 |
| TOTAL | 15.0 | 33.0 | 0.0 | 46.0 | 57.4 | 17.0 | 32.0 | 37.1 | 237.5 |

2024 Oil Used

| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 2806M | TOTAL |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| JAN | 0.0 | 1.0 | 0.0 | 2.0 | 0.0 | 1.0 | 0.0 | 0.0 | 4.0 |
| FEB | 4.0 | 2.0 | 0.0 | 0.0 | 3.0 | 5.0 | 0.0 | 6.0 | 20.0 |
| MAR | 1.0 | 3.8 | 0.0 | 4.0 | 4.0 | 1.0 | 0.0 | 3.0 | 16.8 |

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 03/27/2024

| Aircraft | Current Times | | | | 50hr Oil Change | | | | | | 100hr Inspection | | | | | | Annual | | | | | | | | |
|----------|---------------|--------|---------|------------------|-----------------|----------------|---------|--------|---------|---------|------------------|--------|----------------|--------|--------|---------|---------|---------|----------|--------|--------|---------|----------|----------|----------|
| | 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 | |
| N89549 | 4235.4 | 1403.9 | 11403.9 | 4/30/24 12:00 AM | 1378.2 | -25.7 | | | | | | 1428.2 | 24.3 | 3999.7 | 1328.2 | 11328.0 | 1058.2 | 1058.2 | 12/14/23 | 3999.7 | 1328.2 | 11328.2 | 12/14/23 | 12/14/23 | |
| N684SP | 7852.9 | 700.6 | 6218.7 | 4/30/24 1:58 PM | 732.7 | 32.1 | 7769.9 | 633.8 | 6151.9 | 3454.4 | 02/20/24 | 782.7 | 82.1 | 7830.4 | 682.7 | 6200.8 | 3501.3 | 6200.8 | 12/23/23 | 7830.4 | 682.7 | 6200.8 | 04/06/24 | 04/06/25 | |
| N98887 | 2640.0 | 836.9 | 836.9 | 4/30/24 1:58 PM | 793.4 | -43.5 | | | | | | 843.4 | 6.5 | 2252.1 | 743.4 | 8403.4 | 4505.4 | 4505.4 | 02/01/24 | | | | | | |
| N62104 | 11263.9 | 1961.0 | 11961.0 | 4/30/24 1:58 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 |
| N96573 | 9031.7 | 1147.5 | 13921.1 | 4/30/24 1:58 PM | 1184.9 | 37.4 | 8930.5 | 1077.3 | 13850.9 | 145.5 | 03/12/24 | 1234.9 | 87.4 | 9013.7 | 1134.9 | 13908.5 | 203.1 | 203.1 | 04/22/24 | 8862.1 | 1029.0 | 13802.6 | 02/12/24 | 02/11/25 | |
| N2806M | 1763.1 | 7165.4 | 7165.4 | 4/30/24 1:58 PM | 7103.9 | -61.5 | 1687.9 | 7105.5 | 7105.5 | 2201.40 | 02/27/24 | 7153.9 | -11.5 | 1623.0 | 7053.9 | 7053.9 | 2149.80 | 2149.80 | 01/01/24 | 1623.0 | 7053.9 | 7053.9 | 01/01/24 | 12/31/24 | |
| N4335M | 4832.0 | 816.6 | 4381.2 | 4/30/24 1:58 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 | 720.0 | 4284.57 | 06/01/23 | 05/31/24 | |
| N1963T | 3395.8 | 9466.8 | 9466.8 | 4/30/24 1:58 PM | 9429.0 | -37.8 | 3355.7 | 9432.8 | 9432.8 | 2205.30 | 02/22/24 | 9479.0 | 12.2 | 3291.3 | 9379.0 | 9379.0 | 2151.48 | 1773.78 | 12/12/23 | 3291.3 | 9379.0 | 9378.98 | 12/12/23 | 12/11/24 | |

Maintenance Summary:

Summary:

Starting 4/1, please do not plug in the engine block heaters. Temps should be warm enough going forward that they're no longer needed.

We are now in full swing of spring flying and the wind and bugs have been ripping.

Winds, please know your personal limitations and don't push it. If you feel uncomfortable on approach you can always go-around and try it again. And if the next one isn't any better, please divert to another airport and call any board member. We would be happy to help arrange getting the aircraft back to KPJC safely.

Keep in mind, strong crosswinds at KPJC are usually straight down the runway at KBTP.

And bugs! Please leave yourself sufficient time to clean the aircraft when you return. All leading edges (cowling, wing, struts, and elevator) will need cleaned along with the windshield!

No one wants to take a dirty aircraft or worse yet...clean it twice (pre and post flight).

Everyone, should feel comfortable calling the previous member or reporting it to me, and I'll call them directly to discuss it.

Time Remaining on 100hr/Annual:

N684SP = 82.1

N96573 = 87.4

N2806M = 0

N1963T = 12.2

N89549 = 24.3

N98887 = 6.5

Just a reminder, any aircraft that exceeds the 100hr inspection is still airworthy and can be flown, however no training is permitted.

N62104: (Offline)

Engine is back and mounted!!!

We're working on the baffling and all the other components on the engine, then plan to hang the wings.

We are pushing hard to get it completed and flying in May, released back to the members early June.

Work is continuing and we would like to have the airframe ready prior to the engine returning.

N4335M: (Offline)

The engine has returned but we still have a long way to go with the avionics work.

Next steps are to install the engine mount and NLG strut/wheel while continuing work on the avionics. The engine install will be delayed for easier access to the firewall and instrument panel.

N2806M:

Is offline for the 100hr/Annual, and hope to have it returned the first week in May.

N684SP:

As reported, there was an accident. Everyone involved is OK, however the plane sustained significant damage and will be offline for a significant period of time.

There is still an active investigation with the FAA and NTSB, and the plane will not be release back to Condor until it's over.

N96573:

100hr/Annual completed and is back online.

N1963T:

100hr/Annual is planned for May.

Leasebacks:

N98887:

We have had several reports of intermittent weak radios, both COM1&2. This has been a very difficult problem to isolate.

The aircraft is currently offline for the 100/Annual.

Oil Consumption:

This is another puzzling issue. We are currently consuming more oil than we are recording in Skymanager.

At a cost of ~\$12.00/qt, we need everyone to record oil used. It's also very valuable in determining any potential problems with the engine.

Please be very careful when adding oil, USE THE FUNNELS!

Anytime there is excessive oil, we **CANNOT** assume someone missed the fill tube. So, we need to pull the cowling, clean the engine, floor, and perform a run-up, and ensure there isn't an engine leak.

This obviously comes with a cost (typically \$300-\$500). And in the majority of cases, the root cause was missing the oil fill tube.

Checklists:

Please be sure to return the 'checkmate' checklists. They cost us ~\$20.00 to replace, and are disappearing at a rapid rate.

We have considered tethering them to the panel but feel this shouldn't be necessary and definitely not ideal for pilots and instructors.

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

Oil Heaters:

Starting 4/1, please do not plug in the engine block heaters. Temps should be warm enough going forward that they're no longer needed

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

March 6th, 2024

Look for April 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., April meeting minutes are approved at the May meeting)

CALL TO ORDER

The Condor Aero Club Meeting was called to order by Treasurer George Miladinovich in the absence of President Keith McPherson and Vice President Chris Miladinovich.

George (Bob) Miladinovich asked the visitors and guests to stand and introduce themselves. He thanked JP and Cindy Smith for hosting the social hour and Debbie Miladinovich for tending the 50/50 for the Lewis Flight gift award.

ANNOUNCEMENTS – AMEX cards will no longer be used but replaced with new Phillips 66 cards. Bob explained the details of the new cards. They are not traditional credit cards and can only be used for Phillips 66 fuel. The details will be in the Condor Newsletter.

PAYMENT BY CREDIT CARD – Credit card investigation has proven to be costly due to labor intensive, security cost, implementation, and cost of fees. Payment by credit card will not be an option at this time.

MINUTES

Jason Jodkin moved and Kip Sobel seconded, "The February 2024 Minutes of the Condor Aero Club are approved."
- Motion carried

| | | | |
|-----------|-------------------------|---|-----------------------|
| READINGS: | 1 ST Reading | - | Ryan Gallucci |
| | | | Ian Higgins |
| | | | Christopher Mansfield |
| | 2 nd Reading | - | Jonathan Hall |
| | | | Loran Hickton |
| | | | Andrew Strat |
| | | | Joseph Williams |

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account balances as of March 1, 2024:

Cash Flow for February 2024 (Cash Basis).

| | | |
|-------------------------------|---|---------------|
| Accounts Receivable | | \$84,089.79 |
| Total cash checking accounts: | | |
| Beginning balance | - | \$107,006.48 |
| Inflow | - | \$ 37,971.70 |
| Outflows | - | \$ 101,909.51 |
| Net | - | - 63,937.81 |
| Balance as of 3/1/2024 | - | 43,,068.67 |

First Commonwealth Line of Credit

| | | |
|----------------|---|-------------------|
| Rate | - | 9.50% |
| Line of credit | - | Line: \$25,000.00 |
| | | Balance: \$0.00 |

Off field fuel reimbursement as of February 13, 2024: \$6.60

February Outflow highlights:

| | | | |
|-----------------------------|---------------------|---------------------|--|
| Fombell Aviation - | \$84,160.80 | | |
| Maintenance: \$13,184.24 | N4335M: \$53,704.00 | N684SP: \$39,102.00 | |
| American Express (Fuel): | \$13,094.53 | | |
| FCB Sweep Account interest: | \$266.59 | YTD: \$566.20 | |

Jason Jodkin moved and Jeff Kuzma seconded, "The February 2024 Treasurer's Report is accepted as read." - Motion carried.

MAINTENANCE

Director of Maintenance Chip Viignolini reported all of the maintenance completed in February and the proposed maintenance for March. Please see the attached report or read it in the Condor Newsletter. Bob thanked Chip for his continued efforts with maintenance.

PROGRAM

FAA Safety representatives Steve Steele and Jerry Labuskes presented a program of information to safely fly aircrafts and helicopters at non-towered airports. They emphasized the importance of educating pilots of the safety issues involving aircraft pilots and helicopter pilots flying at airports without a tower. The program was very informative.

Bob Miladinovich thanked the gentlemen for presenting the FAA Safety Program.

ADJOURNMENT

Kip Sobel moved and Jeff Kuzma seconded, "The February 2024 Condor Aero Club Meeting is adjourned." - Motion carried.