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Photo Credit: Hyrum Wright

## Electric Training Aircraft – Cleared for Takeoff

Electric vehicles are becoming more common and like most things, have polarizing effects among drivers. But what about electric aircraft? They seem to come up on the news and then just as quickly disappear with the same pros and cons around reliability, efficiency, range, and of course cost. The AOPA has recently reported that New Vision Aviation in California has taken advantage of an FAA special light sport aircraft exemption and is now training in a small fleet of electric aircraft. The Pipistrel Alpha Electro will be used to teach students the basics of flight under the Sport Pilot rules.

Most interesting is the reasoning behind why the exemption was needed. As outlined by New Vision Aviation President and CEO Joseph Oldham: "The problem with using these aircraft was one word in the federal code of regulations. The definition of a light sport aircraft says it has a single reciprocating engine if powered, and unfortunately, an electric motor is not a reciprocating engine, and so that one word, reciprocating, was keeping up from using these aircraft for what they were for, which was training." Who would have thought at the time of the writing of that regulation that 'reciprocating' would carry so much weight.

This will be fun to follow and see how effect electric flight can be in the training environment!

Read the full story here:

<https://aopa.org/news-and-media/all-news/2024/january/24/training-goes-electric-at-new-vision-aviation>



# President's Corner

by Keith McPherson

Happy New Year!

It was a great 2023 for the Club, and looking for a great 2024! The Club is in great shape, and we're getting ahead of the maintenance challenges. The weather has also been cooperating, especially for January.

Try to get out and fly!

Flay 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!!!

- Chris Farrar – Commercial ASEL – January 2<sup>nd</sup>, 2024
- Sarah Souders – Private ASEL – December 28<sup>th</sup>, 2023
- Hyrum Wright – Commercial ASEL – December 20<sup>th</sup>, 2023

## General Club Meeting

The Condor Aero Club will meet on **Tuesday February 6<sup>th</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** – 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](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.

The snow and ice have come! ... and gone ... and will come again! With the fun of winter comes the additional tasks that we ask everyone to remember when flying (including pre and post flight). This month, I'd like to remind you to please be considerate of others.

We cover a lot of reminders in the winter seminar but they are important items not just for you and your flight but for flights after yours as well. One of the asks we make is to *please* shovel the snow and slush away from the hangar doors before pulling the aircraft out. You may have no issue during your flight but tire tracks through the snow and slush freeze overnight and make for an icy morning for the next pilot.

The picture below was taken the morning after the snow had melted the prior afternoon. The member did not shovel the snow/slush and instead pulled the aircraft out of the hangar and pushed it back in leaving tracks that then froze overnight. The next morning, it took two people several attempts to get the aircraft out of the hangar without clipping a wing on the way out. The overlapping ice tracks made it challenging to keep the aircraft straight and as it kicked sideways, wing tips were very close to the side of the hangar.

***Please shovel the snow away from the hangar prior to pulling the planes out!!***

Every hangar should have a shovel. If your hangar does not have one, check any other Condor hangar. Sand is also available to assist with traction as needed.

Your help is much appreciated!



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

How cold is too cold to fly in actual IMC without appropriate equipment? The easy answer is 'below freezing', of course! But where? On the ground or at altitude? We learn to avoid flying in visible moisture when the temperatures are below freezing but short of a recent PIREP, how do you determine if the forecasted temperatures aloft are accurate?

I'd recommend a change of perspective. A better question is what are your safety margins? Ice can accumulate above freezing in the right conditions so plan with safety in mind. The standard lapse rate is 2° C per 1,000 ft but that's not guaranteed. You can get the actual temperature on the ground so use it! Estimate where you believe the freezing level is and stay below it.

Also, always have an out! Know where to go if you start to pickup ice unexpectedly. Can you descend? Turn around? Fly into VFR conditions? Always remember to think about how the accident report would read. If you don't like the way it sounds, make a better decision!

## Member Spotlight – Meet Michael Rovers!

What certificates/ratings do you hold?

SEL/Instrument with Complex and Part 107

How many hours do you have?

Currently at 356 total time

How long have you been flying?

I have been in the air since I was 5 or 6 years old. I joined the Army right after high school in 1992 to be a pilot, but that did not work out, became helicopter crew chief instead until I left the service in 1999.

Started training for PPL in September 2012 at Pittsburgh Flight Training Center through the CCAC Commercial Pilot program. Completed Private and Instrument ratings through their program.

When did you join Condor?

I joined Condor soon after I obtained my Private License in February 2014. Was looking around at different clubs in the Pittsburgh area. Got a message from Bob Miladinovich asking if I was interested. Completed my checkout with Condor in March 2014.

What prompted you to look skyward?

Always seemed to have desire to fly.

What is your favorite part of flying?

I have always enjoyed flying just above the cloud tops, skimming in and out has always been the best. Did not matter if it was in a helicopter or plane.

What is your next aviation goal?

Currently working on Commercial and hope to obtain CFI/CFII soon after.

What is your favorite aircraft?

Currently, no super favorite aircraft, any that are able to fly works for me. However, since being checked out in the Arrow, have enjoyed the additional steps and faster pace needed for departure and landings.

Any words of wisdom to share?

Always use the check list and use every flight to challenge yourself to learn something new or practice something old.



## 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!

- Peter Egan
- Madison Golden
- Gregory Oldenburg
- James Richardson

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 11<sup>th</sup>, 2024
- VG16 – 4th Annual Flying Horseman Ranch Fly-in – May 19<sup>th</sup>, 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](#)

## 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

Jan 2024

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.



## Dec Completed Maintenance:

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

**N89549:**  
Completed 100hr/annual

**N96573:**  
replaced flap stop switch, replaced #4 cylinder intake tube gasket, serviced nose strut with nitrogen, Completed 50hr oil change/inspection, serviced NLG linkages

**N98887:**  
Started 100hr/annual

**N62104:**

**N684SP:**  
Completed 100hr/annual, replaced LH elevator hinge bearings/bushings, LH MLG tire, LH&RH MLG brake linings, fuel bowl drain, NAV light switch, and RH lower cowl mount

**N2806M:**  
Started 100hr/annual

**N4335M:**  
Engine mount removed and shipped

**N1963T:**  
Completed 100hr/annual, replaced oil temp wire from the gauge to the probe, replaced #2 cylinder valve cover gasket, repaired RH wing belly skin, removed and replaced; RH MLG tire, LH&RH MLG brake linings & pressure plates, and disks, MLG wheel bearing seals, NLG wheel bearing seals, stabilator bearings, stabilator trim barrel and bearings, stab trim jack screw, stab trim aft cables, MLG bumper stop, lower muffler shroud, LH&RH wing root seals, front pilot side window, and completed compass swing/updated card. Spar passed eddy current test. Replaced LH&RH mag w/overhaul.

## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

## Jan Planned Maintenance:

**GPS Databases on all Aircraft:**

**N89549:**  
**N96573:**  
100hr/annual inspection

**N98887:**  
complete annual

**N62104:**  
Wing and engine mount install

**N684SP:**  
50hr oil change/inspection

**N2806M:**  
50hr oil change/inspection

**N4335M:**  
Engine mount install and continued work on avionics  
**N1963T:**  
50hr oil change/inspection

## 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
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
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
<b>TOTAL</b>	<b>297.5</b>	<b>584.0</b>	<b>3.9</b>	<b>739.2</b>	<b>541.4</b>	<b>206.4</b>	<b>202.7</b>	<b>427.6</b>	<b>3002.7</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
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
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
<b>TOTAL</b>	<b>15.0</b>	<b>33.0</b>	<b>0.0</b>	<b>46.0</b>	<b>57.4</b>	<b>17.0</b>	<b>32.0</b>	<b>37.1</b>	<b>237.5</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 01/30/2024

Aircraft	Current Times				Due	Remaining Hrs	50hr Oil Change					100hr Inspection					Annual				TBO	Pilot/Static Check								
	Hobbs	Tach	ACTT	Date			Hobbs	Tach	ACTT	SMOH	Date	Due	Remaining Hrs	Hobbs	Tach	ACTT	SMOH	PTT	Date	Hobbs		Tach	ACTT	C/W Date	Due Date	2000hrs	C/W Date	Due Date		
N89549	4154.3	1344.0	11344.0	1/30/24 12:00 AM	1378.2	34.2					1428.2	84.2	3999.7	1328.2	11328.0	1058.2	1058.2	12/14/23												
N684SP	7716.2	593.3	6111.4	1/30/24 11:32 PM	626.6	33.3	7580.5	492.1	6010.2	3312.7	10/10/23	676.6	83.3	7692.9	576.6	6094.7	3394.2	6094.7	12/23/23						-1411.9	08/17/23	08/16/25			
N98887	2512.5	743.3	743.3	1/30/24 11:32 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	1/30/24 11:32 PM	1982.1	21.1	11221.7	1932.1	11932.1		12/04/22	100.0	-1861.0																	
N96573	8849.3	1020.4	13794.0	1/30/24 11:32 PM	981.8	-38.6	8793.7	984.3	13757.9	52.5	12/16/23	1031.8	11.4	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	1911.4	05/18/23	05/17/25			
N2806M	1631.9	7059.9	7059.9	1/30/24 11:32 PM	7103.9	44.0	1548.8	6995.1	6995.1	2009.10	11/05/23	7153.9	94.0	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	-155.8	02/04/23	02/03/25			
N4335M	4832.0	816.6	4381.2	1/30/24 11:32 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	720.0	4284.57	06/01/23	05/31/24	-225.9	03/16/22	03/15/24			
N1963T	3310.4	9394.5	9394.5	1/30/24 11:32 PM	9429.0	34.5	3182.4	9344.0	9344.0	2116.48	08/26/23	9479.0	84.5	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	-167.0	08/08/23	08/07/25			

# Maintenance Summary:

## Summary:

Thank you for your patience and I apologize for missing the meeting. However, due to the weather, maintenance has been minimal.

Plan of Attack; All (3) engines are expected to arrive near the same time so our plan is to work 35M and 104 in parallel, and keep 4SP online until 104 is complete.

Chances are pretty good, 104 will be back online before 35M due to the avionics upgrade coordination.

## 100hr/Annual update:

All Condor aircraft have made it through the first round of 100hr/Annuals, and we're starting to see an improvement on the downtime intervals.

The table below has a full summary, and I left 'Annual' vs. '100hr/Annual' description to identify when we made the switch. The biggest outlier was N96573, which had the case crack and derailed the 100hr/annual timeline.

N2806M, went from (37) days to (7) days  
N684SP; went from (35) days to (13) days

Status	Reported Date	Closed Date	Aircraft	Issue	Category	OOS	RTS	TTR
Closed	10/01/23	12/13/23	N1963T	Annual	Annual	10/01/23	12/13/23	73
Closed	08/01/22	08/24/22	N2806M	Annual	Annual	08/01/22	08/24/22	23
Closed	09/01/23	10/08/23	N2806M	Annual	Annual	09/01/23	10/08/23	37
Closed	12/27/23	01/03/24	N2806M	100hr/Annual	Annual	12/27/23	01/03/24	7
Closed	04/13/22	05/20/22	N4335M	Annual	Annual	04/13/22	05/20/22	27
Closed	04/30/21	06/02/21	N4335M	Annual	Annual	04/30/21	06/02/21	33
Closed	01/31/23	02/08/23	N684SP	Annual	Annual	01/31/23	02/08/23	8
Closed	08/22/23	09/26/23	N684SP	Annual	Annual	08/22/23	09/26/23	35
Closed	12/10/23	12/22/23	N684SP	100hr/Annual	Annual	12/10/23	12/22/23	13
Closed	07/17/23	08/27/23	N96573	Annual	Annual	07/17/23	08/27/23	41
Closed	10/09/23	12/05/23	N96573	100hr/Annual	Annual	10/09/23	12/05/23	57

## Time Remaining on 100hr/Annual:

N684SP = 83.3  
N96573 = 11.4  
N2806M = 94.0  
N1963T = 84.5

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

## N62104: (Offline)

The wings are back!!!

I would like to send a special thanks to Charlie Potts (who lent us his wing cradles) and Ben Kristophel (who lent us his box trailer), Thanks to them I was able to not only drop off, but pick up the wings from Airframe Components in Kendallville, IN. This saved us ~\$4000.00 in crate and freight charges.

We also got N96573's engine mount back, minimal repairs required. Engine ETA is mid-March.

Our next steps will be to install the wings, engine mount and engine monitor so we're ready for the engine in March.

## 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 mount was sent in for inspection/overhaul. They found severe corrosion inside the tubes and strut housing and ultimately had to be replaced. Engine is expected back early Feb.

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.

PennYan did report they found the source of the metal in our Oil Sample Analysis. The CAM, Lifters and Aluminum Pin Plugs were all failing. This is a great example of how the oil samples detected a problem before a catastrophic failure.



## N2806M:

100hr completed and we hit our forecasted RTS interval of (5-7) days. Minimal repairs required.

## 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:

Only 11.4hrs remaining on the 100hr, forecasted to be offline 2<sup>nd</sup> week of Feb. and estimated RTS (5-7) days.

## Leasebacks:

### N89549:

100hr was completed and returned to service. , ~84.2hrs 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.

## Sparing and Maintenance Standards:

I wanted to share a few standard practices we implemented for the Condor fleet and have built up some spares to reduce downtime.

1. 50hr Oil Changes & 100hr Annuals (seat track inspections during the 50hr so we never exceed the AD).
2. Overhaul Mags at 750 TIS
3. Start Oil Sample Analysis at 1500hrs. (this gives us 10 samples/baseline prior to reaching TBO)

## 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

## Would you report this before flying?



## YOU SHOULD!

Please report all concerns, questions, or problems to Chip Vignolini.

Call, Text, or Email

(412) 215-1225

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





Off Field Reimbursement as of Sept 29,2023: \$6.95

October Outflow Highlights

Fombell Aviation	-	\$23,104.60
American Express	-	\$10,271.66 (Fuel)
FCB Sweep Account Interest	-	\$3 45.75 - YTD - \$1,264.05
Refund check for Insurance Carrier for N62104	-	\$4,770.00

MAINTERNANCE REPORT

Chip Vignolini reported the maintenance for October 2023. The October Maintenance is attached and may also be found in the monthly Condor Newsletter on line. Chip was thanked for the very thorough Maintenance Reports.

FIRST FLIGHT/CHRISTMAS PARTY

The First Flight/ Christmas Party will be held December 3, 2023 in the American Legion Hall, Zelienople PA. Chairman Carrie Matvey reported there are approximately 60 reservations. Social Hour will be 6:00 p.m. and dinner, catered by "Chop" 7:00 p.m. Carrie was thanked for arranging the party.

MEMBERSHIP SURVEY

Alan Connor reported the 2023 Membership Survey will be sent this year. He will be comparing it to the previous survey sent last year.

PROGRAM

Ross Edmondson, former Condor member, presented slides of his "Flight Around The World" in his Cessna 182. The program of the first half of his flight was previously presented to the Club. This Aero Club Meeting presentation is the second half. Ross was stopped in Australia due to the World Wide COVID 19. Flight was resumed in 2023. It successfully brought Ross to Zelienople this summer to a welcoming crowd.

VP Chris Miladinovich thanked Ross Edmondson for the very special program

ADJOURNMENT

Bob Belsterling moved and Fred Gropp seconded "The November 2023 Condor Aero Club Meeting. Is adjourned.  
- Motion carried.