

# Condor AEROGRAM

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Photo Credit: Ashley Davis

## Condor Welcomes FAAST Representatives

Over the past few months, Steve Steele, FAASTeam Program Manager and others from his team have joined our members at several meetings to share information on a variety of aviation safety topics. We have had the opportunity to learn more about the impacts of helicopter wake turbulence, human factors, and surviving a ramp check among other great topics! Each of these presentations count towards earning WINGS credits which can be applied towards your flight review. Condor is working to better embrace the WINGS program and we encourage our members to be on the lookout for more information in the coming months regarding the flight portion of the program.

From the FAA Safety Team (FAAST): "The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots." -<https://www.faasafety.gov/about/mission.aspx>

Our hope is that our pilots take advantage of the programs available from the FAA and we are working to help make this more commonplace within our own organization. If you're interested in learning more, please reach out to Chris Vermilya, we'd love to build the awareness and participation!



# Leadership Corner

by Keith McPherson

Summer is here!

Memorial Day is the unofficial start of summer, and the weather we've been having proves that. We're getting to a great position with maintenance. That and the longer days should offer more opportunity to go fly.

You may have heard about the mishap with 4SP. Very unfortunate, but the important thing is, nobody got hurt. We are waiting for reports from the NTSB, FAA, and our insurance company before we make future plans. Please stay tuned.

Enjoy the fly-in's, shows, and great weather! 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!!!

- Jonathan Hall – First Solo – April 16<sup>th</sup>, 2024
- Maddie Golden – Instrument Rating – April 2024

## General Club Meeting

The Condor Aero Club will meet on **Tuesday June 4<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' 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 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

## Condor Board

*President*

Keith McPherson  
(412) 853-3792  
[keithmac89a@gmail.com](mailto:keithmac89a@gmail.com)

*Vice-President*

Chris Miladinovich  
(412) 225-4331  
[cmiladinovich@condoraero.com](mailto:cmiladinovich@condoraero.com)

*Secretary*

Dorothy Meeder  
(724) 776-1475  
[cmeeder@zoominternet.net](mailto:cmeeder@zoominternet.net)

*Treasurer*

Bob Miladinovich  
(412) 225-4332  
[gmladinovich@comcast.net](mailto:gmladinovich@comcast.net)

*Chief Pilot/Programs*

Carrie Matvey  
(412) 418-8547  
[kcmatvey@hotmail.com](mailto:kcmatvey@hotmail.com)

*Membership*

Greg Jarosz  
(412) 606-1437  
[jaroszjz@gmail.com](mailto:jaroszjz@gmail.com)

*Maintenance*

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

*Safety/Communications*

Alan Connor  
(412) 969-3820  
[adcst12@gmail.com](mailto:adcst12@gmail.com)

*Chief CFI*

Chris Vermilya  
(412) 627-3261  
[vermilyacd1@gmail.com](mailto:vermilyacd1@gmail.com)

## Condor Instructors

### Chief Flight Instructor

Chris Vermilya  
412.627.3261  
[vermilyacd1@gmail.com](mailto:vermilyacd1@gmail.com)

Tim DePaolis  
724.650.6896  
[depaolistimothy@gmail.com](mailto:depaolistimothy@gmail.com)

Mike Finke  
217.621.0599  
[mcfinke@att.net](mailto:mcfinke@att.net)

Ron Flinger  
724.865.9345  
[skyking8g7@gmail.com](mailto:skyking8g7@gmail.com)

Brian Garland  
724.825.2935  
[beardoo@msn.com](mailto:beardoo@msn.com)

Greg Jarosz  
412.606.1437  
[jarosziz@gmail.com](mailto:jarosziz@gmail.com)

Matthew Lambert  
304.319.1680  
[Matthewlambert@yahoo.com](mailto:Matthewlambert@yahoo.com)

Joe Larsen  
603.686.1490  
[josepholarsen@gmail.com](mailto:josepholarsen@gmail.com)

Carrie Matvey  
412.418-8547  
[kcmatvey@hotmail.com](mailto:kcmatvey@hotmail.com)

Keith McPherson  
(412) 853-3792  
[keithmac89a@gmail.com](mailto:keithmac89a@gmail.com)

Jessica Miladinovich  
(724) 261-8307  
[jessicarosemiladinovich@gmail.com](mailto:jessicarosemiladinovich@gmail.com)

Christine St. Onge  
724.935.3011  
[chrisc17b@aol.com](mailto:chrisc17b@aol.com)

Jake Vagias  
724.368.3659  
[jkvpav@zoominternet.net](mailto:jkvpav@zoominternet.net)

JR Vickerman  
724.321.7697  
[velo-one@outlook.com](mailto:velo-one@outlook.com)

Tim Weber  
412.600.6714  
[mugseybt39@hotmail.com](mailto:mugseybt39@hotmail.com)

Chris Wohlgemuth  
724.759.3166  
[chriswohlgemuth@gmail.com](mailto:chriswohlgemuth@gmail.com)

Brandon Wood  
724.986.5721  
[brandwood429@gmail.com](mailto:brandwood429@gmail.com)

## 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.

PJC SVC AUTOMATED WX BCST SYSTEM  
PRESENT WX UNREL

Have you ever seen this NOTAM published for our (or any) airport? What does it mean? More importantly, what should you do with this information? Notice to Airman (or NOTAMs) provide us with all kinds of necessary information to complete a flight safely. Part of any pre-flight should include checking the NOTAMs for any airports you plan to use, including PJC for any local flight!

Some NOTAMs will be in place for an extended period of time and they can be easy to overlook. Others come

and go based on the nature of the notice. For example, PJC has had the same NOTAM informing us of the changed declared runway distances since it reopened last year along with the NA status of the RNAV 17 approach, but it doesn't make them less active or enforceable.

Back to the NOTAM shown above, what do you do if the automated weather is reported as unreliable? Does that mean you can't use the airport? No, the airport is still open, but you should look for other ways to get current weather conditions. We learn that when on the ground at an airport, you can look up the field elevation to set your altimeter, look at the wind sock for wind speed and relative direction, and use the standard lapse rate to guess at the ceiling, but what if you're enroute to a destination? In many cases, you can tune to the automated weather station from a nearby airport. This can give you a big picture idea for the surrounding area. You can also radio Flight Service and ask them for an update.

There are options available, and it's a good idea to always build a mental picture of the area you're flying in. PJC is also a bit odd as we sit in a valley. It's a good idea to check BTP or BVI when coming in from a longer trip to know what's really going on around the area. Use the resources you have available!

## 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.



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

Raise of (virtual) hands, who has used our electric tug to move an aircraft? I have and it makes life a lot easier, especially when moving our heavier aircraft. I've talked to many of our pilots and have found that most have not tried to use the tug. I realize many of our members have no problem pulling out a plane and getting it back into the hangar without the need for the tug, and that's great, but know it's there if needed. Personally, I have found that as the weather gets hotter, it's nice to have the tug handy just to avoid the additional sweat! By using the tug, you can then pay more attention to other variables including lining up properly, avoiding obstacles, and general safety. If you've not tried it out, give it a shot and see if it can fit into your routine. Ask any instructor for a refresher or introduction to our tug and put it to use!

## Member Spotlight – Meet Dave Palmerton!

What certificates/ratings do you hold?

Single engine land, single engine sea, multi engine land, tail dragger, high performance

How many hours do you have?

388

How long have you been flying?

Since 1982, although many years of not flying due to family

When did you join Condor?

2018, thanks to Chris Miladinovich

What prompted you to look skyward?

I used to skydive and always loved being up in the plane

What is your favorite part of flying?

The people and trying different aircraft

What is your next aviation goal?

Buy an airplane

What is your favorite aircraft?

J-3 on floats

Any words of wisdom to share?

A 172 that I had flown the week before went down in the ocean in Ft. Lauderdale from 1,000 feet after two very experienced pilots flew into a cell after being advised by ATC to avoid. Wind shear got them. Don't fly into bad weather and take advice when you get it.



## 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!

- Ian Higgins
- Christopher Mansfield
- Ryan Gallucci

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!

- 14WS – Lakewood Lodge Fly-In – June 7<sup>th</sup>-9<sup>th</sup>, 2024
- KLHV – Sentimental Journey Fly-In – June 18<sup>th</sup>-23<sup>rd</sup>, 2024
- I41 – Huntington WV Fly-In Music Festival – July 27<sup>th</sup>, 2024
- 1 mi West of 3B1 – 50<sup>th</sup> International Seaplane Fly-In – September 5<sup>th</sup>-8<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](#)

May 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.



## Apr Completed Maintenance:

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

**N89549:**  
50hr oil change/inspection completed

**N96573:**  
100hr/Annual completed; replaced EGT probe, nose wheel, horizontal stab bolts, RH window spring, and stall horn

**N98887:**  
started Annual

**N62104:**  
engine hung, wings prepped for installation

**N684SP:**  
100hr/Annual completed

**N2806M:**  
100hr/Annual completed: LH fuel tank repair, cabin heat scat tube replaced, (2) panel light bulbs replaced, swapped turn coordinator, LH & RH brake caliper bolts replaced.

**N4335M:**  
continued work on instrument panel

**N1963T:**



## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

## May Planned Maintenance:

**GPS Databases on all Aircraft:**

**N89549:**  
100hr/Annual

**N96573:**  
50hr oil change/inspection

**N98887:**  
100hr/annual completed

**N62104:**  
Finish engine installation and hang wings

**N684SP:**

**N2806M:**  
Swap turn coordinator with overhauled unit

**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:**

N96573 = 8.6

N2806M = 61.4

N1963T = 0

N89549 = .6

N98887 = 78.7

# 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
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>

2024 Flight Hours																		
MONTH	89549		684SP		62104		96573		98887		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JAN	8.0	2.0	21.9	11.6	0.0	0.0	36.3	24.0	0.0	0.0	6.7	2.2	0.0	0.0	9.0	1.6	81.9	48.8
FEB	42.5	6.6	67.7	17.0	0.0	0.0	44.8	21.5	37.7	14.0	50.6	3.9	0.0	0.0	57.7	22.4	301.0	120.7
MAR	16.5	0.0	46.0	5.7	0.0	0.0	84.8	45.0	37.6	22.9	12.2	2.4	0.0	0.0	35.4	14.5	232.5	111.4
APR	23.5	1.9	23.1	4.4	0.0	0.0	53.2	32.0	50.7	26.1	22.6	7.7	0.0	0.0	38.1	10.6	211.2	110.2
<b>TOTAL</b>	<b>90.5</b>	<b>10.5</b>	<b>158.7</b>	<b>38.7</b>	<b>0.0</b>	<b>0.0</b>	<b>219.1</b>	<b>122.5</b>	<b>126.0</b>	<b>63.0</b>	<b>92.1</b>	<b>16.2</b>	<b>0.0</b>	<b>0.0</b>	<b>140.2</b>	<b>49.1</b>	<b>826.6</b>	<b>391.1</b>

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
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>

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
APR	2.0	0.0	0.0	2.0	5.0	3.0	0.0	4.0	16.0
<b>TOTAL</b>	<b>7.0</b>	<b>6.8</b>	<b>0.0</b>	<b>8.0</b>	<b>12.0</b>	<b>10.0</b>	<b>0.0</b>	<b>13.0</b>	<b>56.8</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 05/06/2024

Aircraft	Current Times				50hr Oil Change					100hr Inspection					Annual				TBO								
	Hobbs	Tach	ACTT	Date	Due	Remaining Hrs	Hobbs	Tach	ACTT	SMOH	Date	Due	Remaining Hrs	Hobbs	Tach	ACTT	SMOH	PTT		Date	Hobbs	Tach	ACTT	C/W Date	Due Date	2000hrs	
N89549	4244.9	1411.3	11411.3	5/6/24 12:00 AM	1378.2	-33.1						1428.2	16.9	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	5/6/24 10:12 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	-1519.2		
N98887	2640.0	836.9	836.9	5/6/24 10:12 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	5/6/24 10:12 PM	1982.1	21.1	11221.7	1932.1	11932.1		12/04/22	100.0	-1861.0														
N96573	9056.4	1164.7	13938.3	5/6/24 10:12 PM	1184.9	20.2	8930.5	1077.3	13850.9	145.5	03/12/24	1234.9	70.2	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	1767.1		
N2806M	1764.9	7166.6	7166.6	5/6/24 10:12 PM	7215.4	48.8	1687.9	7105.5	7105.5	2201.40	02/27/24	7265.4	98.8	1763.1	7165.4	7165.4	2261.25	2261.25	05/02/24	1763.1	7165.4	7165.4	05/02/24	05/02/25	-262.5		
N4335M	4832.0	816.6	4381.2	5/6/24 10:12 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		
N1963T	3404.0	9473.8	9473.8	5/6/24 10:12 PM	9429.0	-44.8	3355.7	9432.8	9432.8	2205.30	02/22/24	9479.0	5.2	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	-246.3		

## Maintenance Summary:

### Summary:

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).

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 keys! Please don't forget to return the keys. We have had several recent instances of single sets of keys in the lockbox.

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

### Time Remaining on 100hr/Annual: (as of 5/6)

N684SP = 82.1  
N96573 = 70.2  
N2806M = 98.8  
N1963T = 5.2  
N89549 = 16.9  
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 mounted and wings installed!!!

We're wrapping up the baffling and engine accessories, and wing fuel tanks, linkages, etc.

Expected online in July.

### 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.

Top cowling is almost completed, and starting bottom cowl.

### N2806M:

100hr/annual completed. Minor repairs. We plan to swap the overhauled turn-coordinator once it returns.

### N684SP:

As reported, there was an accident. Everyone involved are 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. Replaced EGT probe, nose wheel, horizontal stab bolts, and the stall horn.

### N1963T:

100hr/Annual is planned for June.

### Leasebacks:

#### N98887:

100/Annual completed

### Oil Consumption:

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

At a cost of ~\$11.00/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-\$500.00). 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 100**, only add when below 5qts, and add only full quarts.

#### N684SP, N62104, N96573, N2806M, and N1963T:

Use **Aeroshell 15w-50**, only add when below 5qts, and only add full quarts.

#### N4335M:

Use **Aeroshell 15w-50**, only add when below **9qts**, and only add full quarts.

### Report all Oil Consumption in SkyManager

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



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

March outflow highlights:

Fombell Aviation	\$2,389.74
Phillips 66 Fuel	\$8,279.37
FCB Sweep Account Interest	\$138.78 YTD \$704.98

Fred Kim moved and Jason Jodkin seconded, "The March 2024 Condor Aero Club Minutes are approved."

Treasurer Bob Miladinovich reported the following rate increases will take effect immediately:

Rates as follows:

- N89549 - \$98.00
- N98887 - \$133.00
- N62104 - \$133.00
- N98573 - \$133.00
- N864SP - \$138.00
- N2806M - \$138.00
- N4335M - \$168.00
- N1963T - \$145.00

The Pre-Payment Incentive is raised as follows: \$1000-1999 will receive 6% bonus

\$2000-3999 will receive 7% bonus

\$4,000 - will receive 8% bonus

### MAINTENANCE

Director of Maintenance Chip Vignolini reported the maintenance completed in April and the proposed maintenance planned for May. Please see the attached Maintenance Report or read the Report in the Condor Aero Club Newsletter.

### PROGRAM

Steve Steele, FAAST Program Manager, presented the FAA Safety Program. Air Worthiness of airplanes was explained. Owner-Operator limitations were also discussed in detail. Mr. Steele showed slides and answered questions regarding Air Worthiness and Owner-Operator facts and limitations.

Chris Miladinovich thanked Mr. Steele and the FAA for the important safety issues discussed regarding those topics.

### ADJOURNMENT

Jeff Kuzma moved and Chris St Onge seconded, "The March 2024 Condor Aero Club Meeting is adjourned."  
Motion carried.