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*Photo Credit: Chris Vermilya*

How Much Frost is Too Much?

With the warm days behind us, we're well into the winter months and cold temperatures of Pittsburgh. The change in season also means we need to be aware of the impact to our flying. Condor has for years required flying members to complete a winter seminar in order to retain flight privileges throughout the colder months. While the content may seem redundant for many, it is important to consider the true impact of winter flying in order to ensure the safe completion of your mission. Please take the time to understand the effects of snow on the ground, changes in prevailing winds, and most importantly, the impact of any contamination on your wings. It doesn't take much to turn your takeoff roll into a fight for control.

Most pilots would not attempt to fly with considerable ice buildup on the wing, but what about that thin layer of frost after the sun goes down? How much is too much? The short answer is NOT MUCH! According to an [article on the topic from Bold Method](#), "frost the size of a grain of salt, distributed as sparsely as one per square centimeter over a wing's surface, can destroy enough lift to prevent your plane from taking off." Many other studies have been completed reinforcing the point that it really doesn't take a whole lot. Factor in your other variables including weight, runway conditions, wind, etc. and you may find the end of the runway before truly being airborne.

The FAA has also released many ACs on the topic that are worth reviewing:

- AC 91-74 Flight in Icing Conditions
- AC 135-17 Pilot Guide: Small Aircraft Ground Deicing
- AC 20-117 Hazards Following Ground Deicing and Ground Operations in Conditions Conductive to Aircraft Icing
- AC 91-51A Effect of Icing on Aircraft Control and Airplane Deice and Anti-Ice Systems

If you find yourself trying to rationalize a flight, that's a red flag that you should probably reconsider. As my primary instructor told me very early in my training, 'how would the accident report read?' That simple challenge has been a decision maker for many scenarios and one I will continue to use.



President's Corner

by Keith McPherson

Check back next month for a note from our president!

In the meantime... don't forget to join us for our annual First Flight / Christmas Party!

If you did not RSVP, please plan to pay at the door for you and your guests.

More info [here](#)



Earning Their Wings!



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

- Cheyenne Seik – CFI – October 27th, 2022
- Taylor Manoli – AMEL – October 25th, 2022
- Ashley Davis – Private Pilot ASEL – October 24th, 2022
- Breckin Himmler – Private Pilot ASEL – October 24th, 2022
- Hyrum Wright – Instrument Airplane – October 6th, 2022

General Club Meeting

The Condor Aero Club will not meet for our normal session in December. Instead, we will host the Condor Holiday and First Flight party on Saturday December 3rd at 6pm at the American Legion in Zelienople. Please plan to attend! If you did not RSVP, please plan to pay at the door for you and your guests.

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 1st to March 31st, each member must attend a Winter Seminar or obtain a sign-off from a club instructor. Please meet with an instructor if you do not have signoff on the winter seminar.

Dues and Insurance – 2023 dues and insurance have been billed to your account and are due on December 31st, 2022. Please ensure your account is paid for full flight privileges.

Flight Medical – Don't let your medical expire! Condor maintains copies of your medical certificate and when it expires, flight privileges are revoked. Send a copy of your new medical to Dorothy to have your records updated.

Flight Review – FR dates are also maintained by the club. If your review date passes, flight privileges will be revoked until you complete your FR and provide an update to Dorothy.

Contact Us

Have a question for the club?
Interested on joining?
Have something to share?
Reach out anytime!

accounts@condoraero.com
<http://www.condoraero.com>

[Join us on Facebook!](#)

Feel free to contact any board member below if you have a specific question

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From the Right Seat



Our club instructors have seen a lot in their time sitting in the right seat. Through their experience, and randomly yelling 'more right rudder' in their sleep, they have much to share that we all can learn from to be better pilots.

In our final installment of member provided tips, tricks, lessons, or other things that helped you along your journey, we have two additional points to pass along. I'd like to thank those of you who participated and would encourage you to share your experiences with each other! We can always look for ways to be better pilots and who best to learn from that those who share the same fleet.

Next month, we will return to CFI provided items of importance and other tidbits we have picked up along the way.

Tip from Chris Koman:

- "Assume that the pilot who just flew the airplane is trying to kill you."
- Go into the preflight with the mindset that the previous pilot dangerously manipulated several things on the flight deck, such as mixture, throttle, lights, fuses, fuel tank switch, tanks, directional gyro, etc. This forces you to examine everything on the checklist.

Tip from Chris Wohlgemuth:

- Be smooth! Hard braking, jerking on the controls, shoving power in and out, excessive taxi speed, excessive airspeed in turbulence, etc. leads to excess wear and tear, which leads to more maintenance, which leads to more down time and costs, which leads to less time flying. Your passengers will appreciate it too. Smoothness also avoids overcorrecting errors, and leads to more precise flying.
- If you hear a jet announce they're on five mile final, it doesn't mean it's going to take them five minutes to land. For example, most smaller airliners, like the CRJ I fly for work, have an approach speed around 140kts; it takes two minutes to go five miles at that speed.

Plane Talk from our
Chief Flight Instructor
by Greg Jarosz

Here's to wishing everyone a safe and
blessed Holiday Season!

Member Spotlight – Meet Chris Vermilya!

What certificates/ratings do you hold?

Commercial ASEL, CFI

How many hours do you have?

Just over 500 TT

How long have you been flying?

Since 2015

When did you join Condor?

May 2019

What prompted you to look skyward?

When I was in elementary school, I had a neighbor who was part of a local flying club. He took me flying in their Piper Archer and that was it! From that point, I always wanted to fly but did not have the opportunity until several years after college.

What is your favorite part of flying?

The anticipation leading up to takeoff. I love the adrenaline rush of having the runway to myself and releasing the brakes.

What is your next aviation goal?

Debating between going after the multi-engine rating, or a CFII...

What is your favorite aircraft?

The Learjet is at the top of my bucket list but 06M is my Condor fleet favorite.

Any words of wisdom to share?

Don't backdown from a challenge, just research it, plan it out as best as possible, and go for it!



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!

- *None this month!*

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

As we return to normal... or at least a new version of normal, mark your calendars for these upcoming aviation events!

- KRVL – Fly-In Breakfast, every second Saturday of the month
- KCBE – Fly-In Breakfast, last Sunday of the month during the summer
- N56 – Fly-In Breakfast
- Other Fun Trips!
 - WV08 – Island Airport in West Virginia
 - 8N1 – Grimes Airport in Bethel, PA, home of the Golden Age Air Museum

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Please share your pictures as well!

[Condor Google Drive](#)

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) - \$120
N96573 (C172) - \$120
N62104 (C172) - \$120
N684SP (C172SP) - \$125
N2806M (P28A) - \$125
N1963T (P28R) - \$135
N4335M (P28B) - \$155

Off field fuel reimbursement:
\$6.59/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

Nov 2022

Chip Vignolini – (412)215-1225
chipvig@gmail.com

Maintenance Corner

No Report is Too Small!

We have had a couple of things crop up this month.

First, please do not assume someone else has reported something. And ensure your reports make it to me. I will at least confirm I got an email or text so you know it was received.

I have seen several paper squawks but never received an email or text. **PLEASE** be sure to send me a text or email when making a 'paper' squawk.

I am also adding minor discrepancies to SkyManager. This means when you check out a plane you can see all the reported squawks at the very top when dispatching. And if it's already noted, there's no need to report it again.

Second, it is critical to report any hard landing, bird strike, etc. It happens, no one will be in trouble, but it needs reported. There is no way to tell the internal structural damage that may have occurred, and an A&P should look it over, and clear it to fly.

Please send any maintenance questions you have. I am always looking for newsletter material.



Oct. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:

(2) 50hr inspections completed, nose strut drained and serviced, replaced starter, white NAV light replaced, left and right fuel cap gaskets replaced

N98887:

addressed Tach and seat track inspection

N62104:

shimmy damper replaced with LORD unit, nose strut drained and serviced, replaced vacuum pump, replaced white NAV light

N684SP:

50hr inspection completed, right NAV light replaced, replaced right main tire

N2806M:

50hr inspection completed, EGT gauge install, repaired the co-pilot seat release, replaced white NAV light, lubed the yokes

N4335M:

50hr inspection completed, replaced the left and nose landing lights as a temp solution, until the LED lights came in. All landing lights have now been upgraded to LED. Entry step repaired/welded, painted and reinstalled. New ignition and door locks installed so we only need a single key, right wheel pant repaired, electric fuel pump repaired (broken wire on fuse panel), Autopilot installed (still will not intercept glideslope, and tracks whatever pitch you have when turning the unit on, both under review but probably waiting until new avionics are installed).

N1963T:

This issue

Maintenance Update **P.1**

Check-Lists, Planned Long X-Countries,
& G5 Shutdown Procedure **P.2**

Maintenance Summary **P.3**

Nov. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

Complete engine work

N96573:

50hr inspection

N98887:

50hr inspection

N62104:

50hr inspection, USB Charging Ports

N684SP:

50hr inspection

N2806M:

50hr inspection

N4335M:

N1963T:

How to Report an Issue (Reminder):

1. Take Pictures
2. Fill out Squawk sheet in Condor Pilots Lounge
3. Text/Email Chip Vignolini, 412-215-1225, chipvig@gmail.com
4. If there's 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'll also find a 'grounded' sign in the back seat pocket. Please place this on the dash.

EYE ON IT

Reminders:

It is that time of year again, please ensure the cowl plugs are installed and the block heaters plugged in.

ALSO, please reference 'cold-weather' starting procedures!

Maintenance Updates in Skymanager:

I recently confirmed 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-flying' 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!

GPS Database Cards:

This is a new one! The GPS cards should not be removed but if you do, please be sure to re-insert it correctly. I recently came across an SD card that was forced in backwards. Luckily there was no damage but please be careful.



What is required prior to Preflight and Departure?

Always 'check-out' the aircraft in Skymanager and have a destination in the 'Comments' section.

Planned Long Cross-Countries and Overnight Stays

Let's face it, this is why most of us joined a flying club. But please give me a heads up a few days in advance on any planned flights over 5hrs. I'm only asking, because I may not catch it in Skymanager and would like to ensure the oil change or maintenance is done prior to your departure.

Check Lists and Cowl Plugs (zipper should be towards the engine):

This continues to be a problem and I'm not sure why. These items should NEVER leave the cabin. We do not want to resort to attaching them via a security wire to the panel for obvious reasons, but we are incurring a lot of costs to replace them. And unfortunately, it is impacting members, especially those departing for a 'check-ride' just to discover on pre-flight they are missing!

G5 Shutdown Procedure:

Just a reminder, please do not attempt to interrupt the normal shutdown of the G5's. If interrupted, it will remain on indefinitely. And with the 'Master' switch off, it will run until the internal battery is drained.

It appears, this recently occurred, and after the internal battery 're-charges', during the next flight, it will require a manual start-up (i.e., push the power button). Then it returns to normal status.

In summary, when powering down, just let the G5's count-down and power down on their own, **DO NOT TOUCH THEM!**



Flight Time:

2020							
MONTH	89549	684SP	62104	96573	98887	1963T	2806M TOTAL
JAN	0.0	24.8	0.0	0.0	24.9	30.7	38.6
FEB	0.0	33.7	45.5	0.0	56.1	21.4	27.6
MAR	0.0	43.9	53.3	0.0	44.6	0.0	34.8
APR	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAY	0.0	52.3	64.7	0.0	59.7	20.2	37.7
JUN	8.7	64.2	68.8	0.0	70.8	25.9	44.8
JUL	30.2	53.7	53.9	0.0	45.0	30.4	52.1
AUG	17.2	26.9	58.7	0.0	75.3	22.6	37.8
SEP	40.2	55.7	42.2	0.0	38.9	29.9	12.7
OCT	20.8	39.0	56.7	0.0	66.3	25.2	19.3
NOV	27.0	42.7	41.1	0.0	51.9	10.0	44.3
DEC	20.2	18.7	24.4	0.0	41.5	10.4	32.6
TOTAL	164.3	455.6	509.3	0.0	578.0	226.7	382.3

2021							
MONTH	89549	684SP	62104	96573	98887	1963T	4335M 2806M TOTAL
JAN	31.2	23.0	43.7	0.0	11.6	15.6	25.1
FEB	24.3	24.6	40.4	0.0	32.3	16.5	28.8
MAR	21.3	28.8	81.4	23.1	90.1	32.7	43.6
APR	24.3	41.7	50.5	86.4	64.8	25.9	44.8
MAY	33.0	42.8	48.3	109.6	84.7	12.7	60.0
JUN	35.6	66.5	60.7	81.4	54.3	25.9	33.3
JUL	0.0	44.3	28.9	68.3	53.9	40.1	33.6
AUG	0.0	35.5	80.1	41.4	54.4	20.9	9.7
SEP	0.0	38.3	65.2	0.0	70.7	42.6	70.9
OCT	0.0	37.7	49.5	40.4	11.6	24.4	14.3
NOV	0.0	55.9	51.9	53.2	58.7	28.5	10.6
DEC	0.0	50.7	39.6	49.2	41.3	9.7	26.9
TOTAL	169.7	489.8	640.2	553.0	628.4	295.5	51.8

2022							
MONTH	89549	684SP	62104	96573	98887	1963T	4335M 2806M TOTAL
JAN	0.0	85.1	26.2	64.7	15.1	0.0	4.1
FEB	0.0	40.1	62.0	47.1	38.9	0.0	0.0
MAR	0.0	0.0	60.8	73.7	97.5	1.4	12.7
APR	0.0	69.3	62.4	84.5	65.3	37.1	20.1
MAY	1.7	60.1	34.3	103.8	61.5	0.0	19.9
JUN	51.6	76.6	8.4	111.4	84.5	0.0	44.1
JUL	41.4	61.5	93.4	18.8	78.1	0.0	47.7
AUG	45.6	97.2	0.0	90.0	100.1	0.0	6.9
SEP	0.6	48.2	4.4	118.8	60.8	8.9	52.7
OCT	0.0	71.7	58.2	113.2	54.8	35.4	62.2
NOV							0.0
DEC							0.0
TOTAL	140.9	609.8	410.1	826.0	656.6	82.8	270.4

*In July we exceeded 2020 Total Hours

*Record High 472hrs, dating back to at least 2003

*Record Annual High 3643.7, dating back to at least 2003, and we still have (2) months of flying!

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



Maintenance Summary:

There have been several recent changes and I wanted to touch on a few.

Communication always seems to be a challenge and I am always reminded "we can't over-communicate!"

- In that spirit we are implementing a few changes. JR Vickerman has volunteered to donate and install small whiteboards in each hangar, so I can note any items you need to know about that specific aircraft while you are pre-flighting. And I am also planning to have posterboards printed with 'pre' and 'post' flight checklist items. I am hoping this will help keep items like the check-list and gust locks in the aircraft!
- We have also placed additional 'how to report' problems instructions throughout the clubhouse.
- Trying to automate where it makes sense. I am adding non-grounding squawks to Skymanager, so everyone can see them during dispatch. And eliminate some of the duplicate reporting.
- I also need everyone to include oil consumption when checking the aircraft back it. This is critical, to keep an eye on how the engines are performing.
- I created a Maintenance Schedule and Maintenance datasheets for each aircraft which tracks AD's and maintenance schedules. The Maintenance Schedule will help us in coordinating regular maintenance with member reservations, hence the request for notification on long cross countries.

The individual Aircraft Maintenance Datasheets are extremely helpful for check-rides, think of it as a summary or cover page for the logbooks so you can easily find the last AD C/W (Comply With) entries. These datasheets will be made available as requested, and possibly posted in the clubhouse on a regular basis.

Snapshots posted below.

- I am still using the standard 'trouble reporting' tracker, which is very helpful in identifying chronic problems, number of tires replaced over time, etc.

Engine Update for N62104;

There is no simple solution to this one. We have several aircraft either at or approaching TBO. And N62104 will need addressed first. There is no reason we cannot fly beyond TBO, if compression checks and regular maintenance continue without any issues.

We are looking at all options; buying a new engine outright, buying a case and having it rebuilt, or ultimately taking N62104 offline and having that engine overhauled at PennYan, but each has its own set of pros and cons (mostly cons).

We will continue evaluating all options including costs and lead times, before making a final decision.

Small Upgrades:

We have started some of the small upgrades such as USB charging ports, LED lighting, etc. and looking into new see-through sun visors, etc.

In addition, we replaced the rheostat switch again for N2806M, but looking into dash lights like 4SP, to head off future failures.

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 8qts, 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

Aircraft	Current Times				Sohr				TBO	2000hrs	YEAR	684SP			62104			96573			1963T			
	Tach	Hobbs	ACTT	Date	Due	Remainin g Hrs	Tach	ACTT				Hobbs	Date	hrs	oil	o/h	hrs	oil	o/h	hrs	oil	o/h	hrs	oil
N684SP	112.0	7081.8	5630.1	11/29/22 12:11 PM	148.1	36.1	98.1	5616.2	7064.7	11/08/22	-930.6	2016	304.0	39.7	0.13	414.7	31.5	0.08	329.1	29.1	0.09	221.4	16.0	0.07
N62104	1925.5	11212.4	11925.5	11/29/22 12:11 PM	1930	4.5	1880	11880	11152	11/03/22	-1597.8	2017	391.9	28.1	0.07	82.0	4.5	0.05	642.0	52.8	0.08	300.8	31.3	0.10
N96573	445.6	8029.7	13219.2	11/29/22 12:11 PM	471.2	25.6	421.2	13194.8	7994.6	10/30/22	986.6	2018	484.4	34.5	0.07	434.8	27.3	0.06	650.0	58.0	0.09	293.9	28.0	0.10
N2806M	6663.8	1145.9	6663.8	11/29/22 12:12 PM	6703.1	39.26	6653.1	6653.06	1134.5	11/21/22	240.3	2019	409.8	31.6	0.08	501.9	35.0	0.07	476.4	39.3	0.08	294.2	16.5	0.06
N4335M	599.8	4606.9	4164.4	11/29/22 12:11 PM	624.15	24.35	574.15	4138.75	4580.4	10/26/22	-9.1	2020	455.6	36.3	0.08	509.3	35.8	0.07	0	0		226.7	20.3	0.09
N1963T	9211.1	3082.3	9211.1	11/29/22 12:11 PM	9240.7	29.59	9190.7	9190.7	3056.6	10/15/22	16.4	2021	489.8	44.5	0.09	640.2	45.0	0.07	553.5	54.8	0.10	295.5	27.0	0.09
												2022	609.8	46.0	0.08	410.1	31.0	0.08	826.0	91.6	0.11	82.8	5.5	0.07
												AVG				0.09		0.07		0.09				0.07

N2806M		Year	1978	HOBBS	1945.9	DATE:	11/23/22
Airframe Model: PA28-181 (Ser #28-7890270)		TACH:		6663.8	ACTT:		6663.8
Engine Model: O-360-A4M (Ser #L-38981-36A)		ETSO:			PTSN:		
ETSN:		PTSN:					

TIMES LIMITS	HOHR LIMIT	DAY LIMIT	DATE C/W	ACTT HRS C/W	DAYS REMAIN	ACTT HRS REMAIN	DUE DATE	ACTT HRS DUE	CHD
AIRFRAME: PA28-181 (Ser #28-7890270)									
ANNUAL			365 D	08/22/22	6490.9	265	8/22/23		
50 HOUR	50	H		11/2/22	6653.1	39.3		6703.1	
ELT Tested			365 D	08/22/22	6490.0	265	08/22/23	6490.0	
ELT Battery Replacement			365 D	08/22/22	6490.0	265	08/22/23	6490.0	
FAR 91.411			730 D	01/12/21	5728.7	43	1/12/23	5728.7	
FAR 91.413			730 D	01/12/21	5728.7	43	1/12/23	5728.7	
AD 2018-02-05 - Fuel Selector Placards			n/a	02/10/18	4903.7				
AD 2018-07-03 - Fuel Selector Placards			n/a	05/04/18	4904.1				
AD 2022-03-15 - Garmin Fuel Quantity Indicator			n/a	03/09/22	6132.7				
PROPELLOR: 76EM855-0-62 (Ser #27778K)									
Prop CH									
ENGINE MODEL - O-360-A4M (Ser #L-38981-36A)									
ENGINE OVERHAUL	2000	H		05/04/18	4904.1	240.3		6904.1	
OIL FILTER REPLACEMENT	100	H		10/12/22	6604.2	40.4		6704.2	
OIL CHANGE AEROSHELL 15W-50	50	H		11/2/22	6653.1	39.3		6703.1	
Clean and Gap Plugs	50	H		11/2/22	6653.1	39.3		6703.1	
Compression Check all Cylinders	100	H		10/12/22	6604.2	40.4		6704.2	
Induction Filter	100	H		11/2/22	6653.1	89.3		6753.1	

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

October 4th, 2022

Look for October and November 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., November meeting minutes are approved at the January meeting)*

Meeting minutes were not available at the time of publication.