

this issue

Current News | 1

President's Corner | 2

Earning Their Wings | 2

From the Right Seat | 3

Member Spotlight | 4

New Members | 4

Upcoming Events | 4

Maintenance Corner | 5

Meeting Minutes | 8

*Photo Credit: Hyrum Wright*

## Touring Pittsburgh's TRACON and KPIT's Tower

*By: Hyrum Wright*

Many pilots flying from KPJC frequently call "Pittsburgh Approach", whether to pick up flight following, get an IFR clearance, or just request a Bravo clearance for a tour of the city. Did you know that you can also tour the TRACON itself, meet the controllers behind the mic, and get a feel for what goes on at ATC? Condor's own Hyrum Wright reports on his recent visit to PIT TRACON and tower.

PIT is an "up-down" facility, with the TRACON located in a building at the base of the tower at KPIT. Our visit started by meeting our host, Chris, one of the supervisors at the facility. He took us first to the tower, where we saw three controllers each working clearance, ground and local (which pilots know as "tower") respectively. It was a nice VFR day, and we could see for many miles around, watching as various aircraft landed and departed. Chris explained the process by which flights are tracked, from clearance to eventual release to the TRACON. I was surprised to learn how manual it was: physical pieces of paper are printed and then handed to each controller as the flight becomes their responsibility. As we were leaving the tower, we saw a flight of KC-135s depart and turn toward the north.

After flights are released from the tower to the TRACON, the flight slip and its plastic holder are physically dropped down a tube to the radar room downstairs; we took the elevator to the TRACON instead. The radar room was dark, except for the flicker of radar screens and the whisper of controllers talking to planes. Chris showed us how controllers sequence traffic to Pittsburgh International, and how flights around KPJC appear on their scopes. We watched planes practice holding over EWC and jet traffic descending through arrival gates into the Bravo.

Touring the TRACON and tower helped demystify how the ATC side of flying works. Controllers work pretty hard to accommodate requests from pilots, whether in the air, or requesting a tour of their facility. I highly recommend scheduling a visit of your own!



# President's Corner

by Keith McPherson

Happy Holidays!

I hope everyone had a great holiday, and the Board and I wish you a happy and healthy 2023. We had a great year with the Club, paid off the hangar, and are financially solvent thanks to Bob's and Chris's efforts.

If you haven't reviewed the Winter Seminar materials, please remember to do so. Looking forward to another great year! Happy New Year!

Fly 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!!!

- John Felice – First Solo – December 14<sup>th</sup>, 2022
- Jessica Miladinovich – Certified Flight Instructor – December 5<sup>th</sup>, 2022
- Dennis Costa – Certified Flight Instructor – December 2022

## General Club Meeting

The Condor Aero Club will meet on **Tuesday January 3<sup>rd</sup> at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and more!

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!

## 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** – 2023 dues and insurance have been billed to your account and are due on December 31<sup>st</sup>, 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](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

[gmiladinovich@comcast.net](mailto:gmiladinovich@comcast.net)

*Chief Pilot/Flight Instructor*

Greg Jarosz  
(412) 606-1437

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

*Director of Maintenance*

Chip Vignolini  
(412) 215-1225

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

*Programs/Hangar Operations*

Carrie Matvey  
(412) 418-8547

[kcmatvey@hotmail.com](mailto:kcmatvey@hotmail.com)

*Accounts Receivable*

Ron Flinger  
(724) 865-9345

[Skyking8q7@gmail.com](mailto:Skyking8q7@gmail.com)

*Safety*

Alan Connor  
(412) 969-3820

[adcst12@gmail.com](mailto:adcst12@gmail.com)



## Condor Instructors

Chief Flight Instructor  
Greg Jarosz  
412.606.1437  
[jaroszjz@gmail.com](mailto:jaroszjz@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  
[skyking8q7@gmail.com](mailto:skyking8q7@gmail.com)

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

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

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

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

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)

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.

One hour of studying at home can save two hours of training in the airplane. Do you believe this is true? In more formal part 141 training programs, ground based instruction as well as the pre and post flight briefings are typically very structured. Additionally, CFIs will assign students homework to ensure they are prepared for the next flight lesson. Part 61 instruction may sometimes relax the rigidity, which is a benefit for students learning to fly alongside full-time jobs, families, and other commitments. But do we as students put in the proper time to prepare for each lesson?

While not all our club CFIs assign homework, there is still incredible value in spending time *before* your lesson to ensure you get the most out of your time in the aircraft. As a student, you should know what your next lesson will cover and you should leverage the resources available to show up prepared. Review the expected maneuvers in the respective Airplane Flying Handbooks, know what the forecasted weather picture is, plan your cross-country/approaches/navigation as needed. All of these things will allow you to focus on the lesson tasks themselves and increase the efficiency of your lesson. Additionally, you will spend less time on the Hobbs covering things you could have reviewed earlier!

Your instructor also has a responsibility to set you up for success. He or she should tell you what the next lesson will be comprised of and ensure you have the resources available to prepare. They should also tell you what you can be doing at home to be ready for the next flight. If you're unsure, ASK! As with everything in flying, things may change, so be ready to adjust too. You may have been planning to practice some steep turns or other 'high altitude' maneuvers, but the ceilings are just too low. You may still be able to do pattern work, so be ready to shift.

Spend some extra time preparing for your flight lessons, it will always be worth it!

## Flying the Hudson River!

Congratulations to Jay Patrikar for checking off a bucket list item in his flying career! Jay earned his PPL in July of 2022 and made the trip out to NYC earlier this month.



## Plane Talk from our Chief Flight Instructor

*by Greg Jarosz*

Winter is a great time of the year to fly! Aircraft will perform better. There is very little turbulence and with a nice blanket of snow on the ground, landmarks such as roads, rivers, towns etc. makes DR a lot easier. So make a New Year resolution and get out there and take advantage of winter as only pilots can.....strapped to an airplane!

Have a very safe and adventurous New Year!

Think Fast, Move Slow, Fly Safely.



## Member Spotlight – Meet Jason Mittenzwey!

What certificates/ratings do you hold?

I am currently a private pilot working toward my instrument rating at Condor.

How many hours do you have?

I currently have 130 plus hours

How long have you been flying?

I started flying in 2020 and due to many delays (maintenance, weather, and COVID) I finished my private pilot in October of 2021.

When did you join Condor?

I joined Condor in April of 2022 in hopes of expediting my ratings and having the ability to fly when and where I wanted to in between lessons.

What prompted you to look skyward?

I have always had a love for aviation. I used to go to the airport with my grandfather just to watch planes take off and land. I even worked at Allegheny County Airport (KAGC) during high school detailing planes that I one day hoped to fly. Due to life events, I was unable to start my flying journey right away but have been happy to start working toward a career change at this point in my life.

What is your favorite part of flying?

My favorite part of flying, I can honestly say everything! I love the anxiety of planning, the feeling you get during a great takeoff and landing, the beauty of looking up at the sky and down at the ground just by turning your head or tipping a wing, night flights, peaceful smooth air, and the stress that turbulence can bring.

What is your next aviation goal?

My next aviation goal is finalizing my instrument rating and start working toward my commercial rating. I have a goal of becoming a CFI/CFII, hopefully for Condor, building hours and moving to professional career as a pilot.

What is your favorite aircraft?

My favorite aircraft is the F22 Raptor, but unfortunately, I'm probably past my prime in being able to fly one of those. As for our Condor aircraft I love flying the "Archer". While getting my private pilot I only flew 172's, which are great planes, but the "Archer" is comfortable and exciting during every flight. It's always an exciting day when I see the "Archer" is available on the schedule.

Any words of wisdom to share?

Being early on in my pilot journey my only advice I can soundly give is to remain adaptable. Everything in aviation changes from weather, planes, schedules, instructors, and even FAR/AIM's. If you can adapt to your surroundings and be flexible, you will succeed and have a great time doing so. Becoming a pilot has been one of my greatest achievements and I am proud to look skyward with Condor as I continue on my flying journey.



## 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

Dec 2022

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



## Nov. Completed Maintenance:

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

**N89549:**  
Returned to service

**N96573:**  
replaced battery, replaced gaskets between the wing skin and filler neck, and fuel cap gaskets

**N98887:**  
repaired cabin heat knob

**N62104:**  
50hr inspection, installed USB charging ports, cleaned buffed and waxed fuselage, installed new cowl plugs

**N684SP:**  
replaced oil pressure switch, completed 50hr inspection/oil change

**N2806M:**  
encoder was replaced (could have been the source of our intermittent 650 issues), replaced muffler, 50hr inspection/oil change completed. Wheel pants removed due to damage, and sent out for repair, rheostat switch replaced and remote ELT wiring/switch completed

**N4335M:**  
bottom G5/HSI was serviced.

**N1963T:**

## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

## Dec. Planned Maintenance:

**GPS Databases on all Aircraft:**  
**N89549:**

**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](mailto: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:

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	150.2
FEB	24.3	24.6	40.4	0.0	32.3	16.5		28.8	166.9
MAR	21.3	28.8	81.4	23.1	90.1	32.7		43.6	321.0
APR	24.3	41.7	50.5	86.4	64.8	25.9		44.8	338.4
MAY	33.0	42.8	48.3	109.6	84.7	12.7		60.0	391.1
JUN	35.6	66.5	60.7	81.4	54.3	25.9		33.3	357.7
JUL	0.0	44.3	28.9	68.3	53.9	40.1		33.6	269.1
AUG	0.0	35.5	80.1	41.4	54.4	20.9		9.7	242.0
SEP	0.0	38.3	65.2	0.0	70.7	42.6		70.9	287.7
OCT	0.0	37.7	49.5	40.4	11.6	24.4	14.3	38.1	216.0
NOV	0.0	55.9	51.9	53.2	58.7	28.5	10.6	54.8	313.6
DEC	0.0	50.7	39.6	49.2	41.3	9.7	26.9	53.4	270.8
TOTAL	169.7	489.8	640.2	553.0	628.4	295.5	51.8	496.1	3324.5

2022 Flight Hours									
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	49.3	244.5
FEB	0.0	40.1	62.0	47.1	38.9	0.0	0.0	52.9	241.0
MAR	0.0	0.0	60.8	73.7	97.5	1.4	12.7	58.1	304.2
APR	0.0	69.3	62.4	84.5	65.3	37.1	20.1	64.1	402.8
MAY	1.7	60.1	34.3	103.8	61.5	0.0	19.9	104.7	386.0
JUN	51.6	76.6	8.4	111.4	84.5	0.0	44.1	72.3	448.9
JUL	41.4	61.5	93.4	18.8	78.1	0.0	47.7	73.8	414.7
AUG	45.6	97.2	0.0	90.0	100.1	0.0	6.9	22.1	361.9
SEP	0.6	48.2	4.4	118.8	60.8	8.9	52.7	72.9	367.3
OCT	0.0	71.7	58.2	113.2	54.8	35.4	62.2	76.9	472.4
NOV	2.8	25.6	64.2	35.6	29.3	14.2	19.6	37.4	228.7
DEC									0.0
TOTAL	143.7	635.4	474.3	861.6	685.9	97.0	290.0	684.5	3872.4

\* Flight Times dropped Significantly due to weather  
\* Exceeded 2021 total hours and still have one month remaining

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
OCT	0.0	5.5	6.0	9.5	5.5	1.5	10.0	3.8	41.8
NOV	0.0	0.0	4.3	2.5	1.0	0.0	2.0	3.0	12.8
DEC									0.0
TOTAL	0.0	5.5	10.3	12.0	6.5	1.5	12.0	6.8	54.6

Please update Skymanager when adding oil to any aircraft, this data is critical in determining engine performance.

Only add in FULL QUARTS!



## 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!"**

- JR has installed white boards in each of the hangars, please check them out during pre and post flight
- We have also placed additional 'how to report' problems instructions throughout the clubhouse.
- Reminder to keep an eye out at the top of the screen with dispatching for any known squawks. This is also where you would find flight limitations such as DAY VFR ONLY
- Reminder to please 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;

We are moving forward with proactively taking N62104 offline and having the Engine overhauled at PennYan.

We are anticipating starting the removal the second week of Jan, and the return of the engine in April. During that time, all airframe work will be completed so when the aircraft is put back online, the annual and all upgrades will be completed.

### Annuals:

We also plan to start annuals in Jan, targeting (2) per month and stagger them so all planes are back online for the prime flying season.

### Member Feedback:

**What updates or upgrades would you like to see to our fleet? Please send them to me!**

I have a few in mind, but would really appreciate hearing your thoughts and see if we can get a few of them completed.

YEAR	684SP			62104			96573			1963T		
	hrs	oil	o/h	hrs	oil	o/h	hrs	oil	o/h	hrs	oil	o/h
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
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
2018	484.4	34.5	0.07	434.8	27.3	0.06	650.0	59.0	0.09	293.9	28.0	0.10
2019	409.8	31.6	0.08	501.9	35.0	0.07	475.4	39.3	0.08	294.2	16.5	0.06
2020	455.6	36.3	0.08	509.3	35.8	0.07	0	0	0	226.7	20.3	0.09
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
<b>AVG</b>		<b>0.09</b>			<b>0.07</b>			<b>0.09</b>			<b>0.07</b>	

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

Airframe	Current Times					50hr					TBO	Annual			
	Tach	Hobbs	ACTT	Date	Due	Remaining Hrs	Tach	ACTT	Hobbs	Date		2000hrs	Tach	Hobbs	Date
N684SP	131.8	7105.8	5649.9	12/29/22 10:13 AM	148.1	16.3	98.1	5616.2	7064.7	11/08/22	-950.4	5220.4		04/09/22	04/09/23
N62104	1955.4	11255.7	11955.4	12/29/22 10:14 AM	1982.1	26.7	1932.1	11932.1	11221.7	12/04/22	-1627.7	1756.7		06/27/22	06/27/23
N96573	473.8	8069.7	13247.4	12/29/22 10:15 AM	523.8	50	473.8	13247.4	8069.7	12/28/22	958.4	184.8		08/03/22	08/03/23
N2806M	6702.3	1192.3	6702.3	12/29/22 10:15 AM	6703.1	0.76	6653.1	6653.06	1134.5	11/21/22	201.8	6490.9	941.1	08/22/22	08/22/23
N4335M	615.8	4622.9	4180.4	12/29/22 10:16 AM	624.15	8.35	574.15	4138.75	4580.4	10/26/22	-25.1	354.11	4354.1	05/12/22	05/12/23
N1963T	9223.0	3097.9	9223.0	12/29/22 10:16 AM	9240.7	17.69	9190.7	9190.7	3056.6	10/15/22	4.5	9163.56		09/09/22	09/09/23

Airframe Model: PA28-181 (Ser #28-7890270) Engine Model: O-360-A4M (Ser #L-38981-36A)		Year	1978	HOBBS	THS.9	DATE:	11/29/22			
TIMES LIMITS		HOURLY LIMIT	DAY LIMIT	DATE CIV	ACTT HRS CIV	DAYS REMAIN	ACTT HRS REMAIN	DUE DATE	ACTT HRS DUE	OID
AIRFRAME: PA28-181 (Ser #28-7890270)										
ANNUAL		365	D	08/22/22	6490.9	265		8/22/23		
50 HOUR		50	H	11/21/22	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	n/a	02/10/18	4903.7					
AD 2018-07-03 - Fuel Selector Placards		n/a	n/a	05/04/18	4904.1					
AD 2022-03-15 - Garmin Fuel Quantity Indicator		n/a	n/a	03/09/22	6192.7					
PROPELLOR: 76MB55-0-62 (Ser #27778K)										
Prop OH										
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	11/21/22	6653.1		39.3		6703.1	
Clean and Gap Plugs		50	H	11/21/22	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	11/21/22	6653.1		39.3		6753.1	

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

October 4<sup>th</sup>, 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 still not available at the time of publication.*