

## 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: Delia Mannen

## FAA NOTAM System Outage

*A preliminary FAA review of last week's outage of the Notice to Air Missions (NOTAM) system determined that contract personnel unintentionally deleted files while working to correct synchronization between the live primary database and a backup database. The agency has so far found no evidence of a cyber-attack or malicious intent. The FAA continues to investigate the circumstances surrounding the outage.*

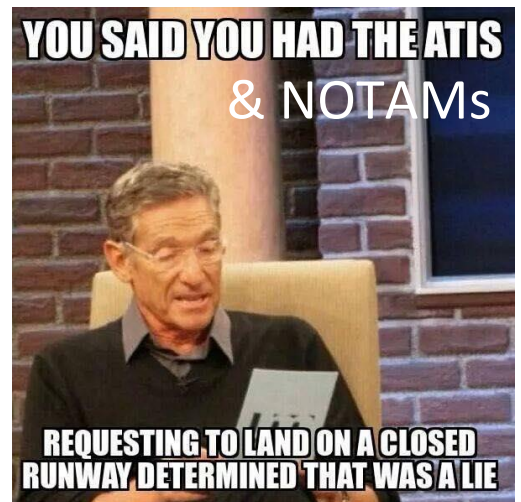
*The FAA made the necessary repairs to the system and has taken steps to make the NOTAM system more resilient. The agency is acting quickly to adopt any other lessons learned in our efforts to ensure the continuing robustness of the nation's air traffic control system.*

-FAA NOTAM Statement – 1/19/23 - <https://www.faa.gov/newsroom/faq-notam-statement>

As most probably are aware, the FAA's NOTAM system suffered an outage on January 11<sup>th</sup> that caused a significant disruption to the nation's skies. A ground stop was issued nationally the morning of the 11<sup>th</sup> that caused rippling effects for several days in air travel. While anyone traveling commercially certainly felt the impact, did this outage affect your flight plans as GA pilot?

I have found it interesting that in talking to GA pilots around the country, many were not affected, and some were not even aware there was an issue, even though they were in the air on January 11<sup>th</sup>. As pilots, we are required to check the NOTAMs for airports we operate in to or out of, but do we check on every flight? This outage has served as a reminder that NOTAMs are important, and we need to be sure to gather and analyze the data available to us in order to complete a safe mission. It's easy to get into a bad habit of not checking NOTAMs at our home airport, but it's not an excuse to skip this preflight step.

Stay safe and always check the NOTAMs (and other information sources) before you begin your flight!



# President's Corner

by Keith McPherson

Happy New Year! As we start 2023, we look forward to another great year for the Club. We've grown substantially in the past few years, paid off the hangar, and look forward to continued growth for the Club. As you know, we've had a mild winter thus far, and hopefully that will continue! Spring is coming, and the nicer weather will soon be here. Those who haven't been flying should get with an instructor to get current. Have a great rest of winter, and look forward to the spring!

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!!!

- Frank Szczerba Jr. – Commercial (ASEL) – October 7<sup>th</sup>, 2022
- Cheyenne Siek – Certified Flight Instructor – October 2022
- 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
- Frank Szczerba Jr. – Commercial (AMEL) – December 5<sup>th</sup>, 2022
- David Kohanbash – Private Pilot ASEL – January 5<sup>th</sup>, 2023
- Joe Thompson – First Solo – January 16<sup>th</sup>, 2023
- Debbie Miladinovich – Private Pilot (ASEL) – January 27<sup>th</sup>, 2022

## General Club Meeting

The Condor Aero Club will meet on **Tuesday February 7<sup>th</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 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** – 2023 dues and insurance have been billed to your account and 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

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

*Chief Pilot*

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

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

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)

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

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)

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)



*To ensure that flights transitioning foreign regions have the most current and accurate information outside of the U.S. domestic Flight Information Region (FIR) operators should utilize that country's Aeronautical Information Publication. Limited foreign information will be charted on all appropriate Sectional Aeronautical, VFR Terminal Area, VFR Flyway Planning, and Helicopter Route Charts to provide situational awareness and transition planning.*

Many in the GA community are pushing back on this decision as the situational awareness for those flying near the border is now diminished. Those fully crossing the border should have published charts regardless.

Fly safe and be aware of changes that come down from the FAA!



## 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.

For all you international pilots... seriously though, all of you should consider flying into Canada! There are some awesome places to visit and the process is not as daunting as you may think! But, before you do, be sure to understand recent changes to Sectional charts. The FAA has deleted much of the aeronautical information from non-U.S. airspace from its latest sectional charts. The only reason given was that updated information can be slow to come from other countries but regardless, before crossing the ADIZ, be sure to have charts published by the country you're visiting. The following is an excerpt of the announcement made by the FAA on this issue:

### Plane Talk from our Chief Flight Instructor by Jake Vagias

Anyone who flies out of PJC knows it's not unusual to get bounced around on short final or on climb out. So, just what is going on that causes those changes in airspeed, unexpected sinking, and/or surprise ballooning? Wind shear, a sudden change in wind direction or speed, is a common atmospheric phenomenon often responsible for uncommanded changes in airspeed or attitude. Yahoo baby...hang on!

Wind can shear in the horizontal plane and, especially in convective weather, the vertical. It is possible for wind to shear from a headwind to a tailwind or vice versa while an airplane is close to the ground on final approach. The headwind to tailwind shear is particularly dangerous because it can cause an airplane to stall or land short of the runway. It's not unusual at PJC, especially on a gusty cross wind day, for wind favoring 17 to switch to 35 and vice versa. Be ready...aim for the centerline, longitudinal axis aligned with runway heading.

Terrain features near airports like we have at PJC can generate impressive shear. Both runway 35 and 17 are known to have "air pockets" at one or both ends. The sinking sensation pilots experience when approaching or departing these runways is more often than not a decrease in headwind component due to wind shear. A study of the terrain around PJC will reveal features that consistently promote wind shear. Condor pilots familiar with the environment usually cope well with shear conditions, but many an itinerant pilot has had a wild ride on short final.

No matter what the wind, pilots must cope with conditions or divert to a more suitable field. The secrets to coping are good initial and recurrent training, and practice. Train yourself to keep your right hand on the throttle during climb outs and landings and, always preview the go-around procedure in advance. Consider diversion to a windshear friendlier airport if you question the outcome of a landing. No shame in that...it may be your best decision all day.



## Member Spotlight – Meet JP Smith!

What certificates/ratings do you hold?

Private Pilot

How many hours do you have?

150

How long have you been flying?

I have been flying since October 2017.

When did you join Condor?

January 2019

What prompted you to look skyward?

My father being in the United States Air Force originally initiated my passion for aviation. Going to countless airshows across the United States has also motivated me to learn to fly. Flying is just an awesome experience!!

What is your favorite part of flying?

Flying is an endeavor where I can be challenged to acquire new skills and ratings to continuously improve and get better with my wife Cindy being my safety pilot.

What is your next aviation goal?

Currently working on my IFR rating.

What is your favorite aircraft?

N96573

Any words of wisdom to share?

As Jason Schappert says "A Good Pilot is Always Learning"



## 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:  
\$6.49/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

## 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!

- Fred Kim
- Robert Steffy
- Harvey Solida
- William Ferguson
- Ryan Johns

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
- 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](#)

Jan 2023

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 a squawk. Report any issue you find to me and I will confirm receipt.

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.**



## Dec. Completed Maintenance:

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

**N89549:**

**N96573:**  
Serviced nose strut, completed 50hr inspection/oil change

**N98887:**  
Comm2 serviced

**N62104:**  
Replaced left NAV light, completed 50hr inspection/oil change

**N684SP:**

**N2806M:**

**N4335M:**  
Serviced flaps

**N1963T:**

## 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.

I left this in as a reminder, but I wanted to thank everyone who has already reached out. This has been very helpful in coordinating maintenance prior to your flight or when you get back. In a few cases, members have returned early and we were able to get the 50hr Inspection/oil change done, prior to placing it back online for the next member's reservation. Thank you again!!

## This issue

Maintenance Update, Planned Long X-Countries **P.1**

You are an owner, flight times **P.2**

Maintenance Summary **P.3**

## Jan. Planned Maintenance:

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

**N96573:**  
50hr inspection

**N98887:**  
50hr inspection

**N62104:**  
Engine removal for overhaul and Airframe Annual

**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.

### You are an Owner:

Just a reminder, please take care of the aircraft. Clean up the cockpit/cabin after your flight. I can't tell you how many water bottles, snack wrappers, etc. that I find in the aircraft.

We all enjoy flying a nice clean airplane! Please spend a little post-flight time to ensure it's ready for the next member.

Also, keep an eye on those PENS. We always find marks either on the seats or interior and in a worst case scenario, there have been pen ink leaking onto the carpeting or inside the pockets. Always put the cap back on!

Another critical reminder; nothing should be placed on the glareshield. The windshield is made of Lexan not glass and will scratch easily. I often see the checklist stuffed in the corner of the glareshield, and the rings rubbing up against the Lexan.

I realize accidents happen, but if you spill something and don't have the proper cleaning materials, please send me a quick text or email so we can get it addressed.

We recently pulled the interior from N62104 for the annual and you can see how horrible the carpets are. The seats are now cracked, and the really unfortunate part is, the entire interior was replaced ~4yrs ago.

Notice most of the spills are on the right side...so keep an eye on your instructor and passengers!



### 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	
<b>TOTAL</b>	<b>169.7</b>	<b>489.8</b>	<b>640.2</b>	<b>553.0</b>	<b>628.4</b>	<b>295.5</b>	<b>51.8</b>	<b>496.1</b>	<b>3324.5</b>	

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	381.9	
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	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>	

\* Flight Times dropped Significantly due to weather

\*4109 Total Hours for 2022!!

\*906.4 Total Hours on N96573

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	0.5	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>	

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

Only add in FULL QUARTS!





## Maintenance Summary:

### Engine Update for N62104;

Great news, things are progressing as planned. The engine was removed on Jan 7<sup>th</sup>, and shipped to PennYan on Jan 11<sup>th</sup>.

The engine mount was also removed and sent for overhaul. Along with the prop and oil cooler.

We also have the entire airframe opened up for annual. Some items being addressed are; new seat tracks, flap rollers, glare shield, and lower overlay panel.

Our target is to have all airframe work completed prior to the engine returning from PennYan.

I'll continue to provide update as things develop.

### Avionics Update for N4335M;

Just a little history for those that may not have been members at the time.

N4335M was purchased with the understanding that we would completely upgrade the avionics. Unfortunately, due to supply chain issues we were forced to perform the upgrades in phases.

The first phase was to install (2) G5s, and a GNS 430W, keep the Stratus ADS-B, and get the aircraft back online as quick as possible.

Phase 2, included swapping the GNS 430W with a GNT 650xi, swapping the (2) G5s with GI275s, and installing a GTX345.

All Phase 2 equipment has been received and now needs installed. Based on our experience with Airquest with Phase 1, we're considering alternative shops for Phase 2. Ideally, we'll get this all completed in Jan/Feb.

The avionics currently in N4335M will be repurposed in our existing fleet.

### Annuals:

We're doing our best to start annual in Feb and wrap them up by April. Targeting (2) per month and stagger them so all planes are back online for the prime flying season.

However, with N62104 offline and trying to get N4335M in for avionics, we may delay N96573 to ensure we have enough aircraft available for the membership.

As you well know, this is all contingent on what we find during the annual, however given our routine maintenance schedule, we're hopeful the annuals will be uneventful.

### Aircraft Maintenance Datasheets:

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.

### 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.

## 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	Due 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

N2806M		Year	1978	HOBBS	145.9	DATE:	1/23/22
Airframe Model: PA28-181 (Ser #28-1882710)		TACH:	6653.8	ACTT:	6663.0		
Engine Model: O-360-A4M (Ser #L-38981-36A)		ETSO:		PTS:			
TIMES LIMITS		PROB	DATE	ACTY	REMAIN	ACTY	REMAIN
AIRFRAME: PA28-181 (Ser #28-1882710)		LIMIT	CONV	REQ	REMAIN	REQ	REMAIN
ANNUAL		365	D	08/22/22	6490.9	265	8/22/23
50 HOUR		50	H	1/21/22	6653.1	33.3	6/30/23
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	01/15/21	5728.7	43	1/15/23 5728.7
FAR 91.413		730	D	01/15/21	5728.7	43	1/15/23 5728.7
AD 2018-02-05 - Fuel Selector Placards	n/a	n/a		02/10/18	4904.7		
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	6152.7		
<b>PROPELLER: 76EM855-0-62 (Ser #27776K)</b>							
Prop OH							
<b>ENGINE MODEL - O-360-A4M (Ser #L-38981-36A)</b>							
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		1/21/22	6653.1	33.3	6703.1
Clean and Gap Plugs	50	H		1/21/22	6653.1	33.3	6703.1
Compression Check all Cylinders	100	H		10/12/22	6604.2	40.4	6704.2
Induction Filter	100	H		1/21/22	6653.1	33.3	6753.1

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

October 4<sup>th</sup>, 2022

### Look for January 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., January meeting minutes are approved at the February meeting)*

#### CALL TO ORDER

President Keith McPherson called the October 2022 Meeting of the Condor Aero Club to order at 8:00 p.m.

Kip Sobel moved and Chris St. Onge seconded, "The 2021-2022 actions of the Board of Trustees are approved." - Motion carried.

#### ELECTION

Nominees are: Alan Connor, Jason Jodkin, Keith McPherson, Chip Vignolini.

President Keith asked if there were any other nominees for the three-year term on the Board of Trustees. There were none.

Glenn Kaiser moved and Mike Bruce seconded, "I move to close the nominations."

- Motion carried.

Election Chairman Jake Vagias distributed the ballots to each qualified member. Each member signed to receive the ballot.

Each nominee gave a synopsis of his background and qualifications.

President Keith thanked Chip Vignolini for the great job he is doing with maintenance. Most of the airplanes are on line.

#### MINUTES

The September minutes were waived due to the length of the meeting and the election.

READINGS -	1 <sup>st</sup> Reading	-	Fred Kim
		-	Robert Steffy
		-	Harvey Solida
		-	Maurissa Zaffina
	2 <sup>nd</sup> Reading	-	William Ferguson
		-	Ryan Johns



## TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account balances as of 10/1/2022:

Cash Flow for September 2022 (Cash basis)

Accounts receivable	-	-\$95,280.12)
Total cash checking accounts		
Beginning balance	-	\$77,474.91
Inflows	-	\$61,659.14
Outflows	-	\$46,104.29
Net	-	\$15,554.85
Balance	-	\$93,029.76

The Condor Board of Trustees approved raising the initial fee to \$1,000.00 at the beginning of 2023.

## MAINTENANCE

Maintenance Officer reported maintenance done in September and October 's plan for current and next month's maintenance. Please see attached list of the maintenance.


## NEW BUSINESS

WINTER SEMINAR - The instructions for the Winter Seminar will be part of the November membership meeting program. The members in attendance at the November Meeting will be credited for the Winter Seminar.

CONDOR AERO CLUB GATHERING – Carrie Matvey and Randall Golden proposed a Condor monthly gathering in the Condor Club room. The board decided to have the gathering on Tuesday, October 18, 2022 at 7:00 p.m.

## ANNUAL CONDOR AERO CLUB FIRST FLIGHT/CHRISTMAS PARTY

The annual First Flight/Christmas party will be held December 3, 2022 in the Zelienople Legion Hall, 6:00 p.m.



ELECTION RESULTS – The following were elected to a three-year term on the Board of Trustees:

Alan Conor

Keith McPherson

Chip Vignolini

ADJOURNMENT

Bob Belsterling moved and Glenn Kaiser seconded, “The October 2022 Meeting of the Condor Aero Club is adjourned.” - Motion carried.

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

November 1<sup>st</sup>, 2022

Look for January 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., January meeting minutes are approved at the February meeting)*

### CALL TO ORDER

President Keith McPherson was absent. Safety Officer Alan Connor welcomed the visitors to the Condor Aero Club.

### MINUTES

Jason Jodkin moved and Dan Cox seconded, "To approve the October 2022 Minutes of the Condor Aero Club." - Motion carried.

READINGS – The 1<sup>st</sup> and 2<sup>nd</sup> Readings were deferred to the next meeting.

### TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of 11/1/2022:

Cash flow for October 2022. (Cash Basis)

Accounts Receivable:		-\$189.92
Total cash checking accounts:		
Beginning balance	-	\$93,029.76
Inflows	-	69,473.65
Outflows	-	45,033.93
Net	-	24,439.72
Balance as of 11/1/2022	-	117,469.48

FIRST COMMONWEALTH Line of Credit

Rate	-	7.75%
------	---	-------

### OCTOBER MAINTENANCE

Please see the attached October Maintenance Report.



## PROGRAM

Mark Udolph presented the Condor Aero Club insurance program held by Gallagher Aviation Insurance Company. Mark explained the Condor Insurance and individual members thereof

Mark also explained the Condor General Liability and items covered in the policy.

The Condor members had an opportunity to ask questions about the insurance coverage.

### PROGRAM – PART 2

WINTER SEMINAR – Chris Vermilya presented the “Winter Seminar” for the members. Chris covered all of the many steps to handling and protecting the airplanes in the winter months. All members present were given credit for attending the session.

HEADSETS – A motion was made by a Condor member to purchase two Condor Aero Club head sets for use by members not having access to a head set. Jason Jodkin will purchase the head sets.

## ADJOURNMENT

Fred Kim moved and Jason Jodkin seconded, “The November 2022 Meeting of the Condor Aero Club is adjourned.” - Motion carried.