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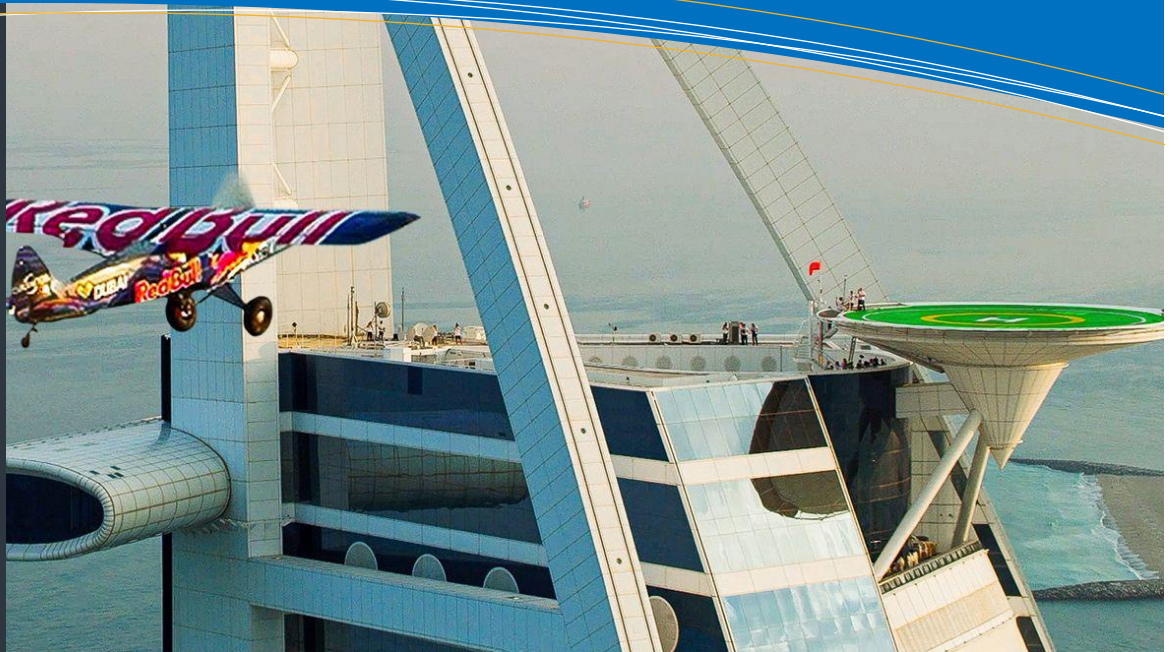


Photo Credit: Red Bull

Extreme Short Field Landing!

In case you missed it, Red Bull pilot Luke Czepiela successfully landed a Carbon Cub on the Burj Al Arab Resort Helipad... an area with only 65.6 ft (20m) of landing distance available!! Talk about a short field landing! If you did not see any of the videos, I highly recommend checking out the entire journey of this flight, from conception, through planning, and ultimately successful execution at the link below.

<https://www.redbull.com/us-en/projects/bullseye-landing>

As pilots, we take pride in precise landings that are smooth, centered, and result in touchdowns right where we plan. This mission took those principles to the extreme and show what's possible with the right planning and execution.

The coolest part of this accomplishment is the planning that went into making it happen. Luke and his team did not wake up one morning and decide to just go for it... they planned for almost a year! They used all the tools available to simulate the landing and ensure the widest safety margin as possible. We can all learn some incredible lessons from this mission and the prep surrounding it. Check it out!



Congratulations Lee Ann Singleton!

Condor member and instructor Lee Ann Singleton has earned her stripes and is now flying as a First Officer with Republic! And, as luck would have it, Carrie Matvey happened to be on the flight when Lee Ann completed her final line check!

Congratulations Lee Ann!



President's Corner

by Keith McPherson

Spring has sprung!

Although it seems like we had all four seasons in March, it's now springtime, and it's starting to warm up with nicer weather on the way. Add in the change to Daylight Time, and our evening flying hours are extended, providing time to get an hour in after work. The other bonus is that there is no runway construction planned for this summer. Just remember that RWY-17 will continue to close Sunset to Sunrise per NOTAM. If some of you check the NOTAMs, you may find as I did that the NOTAM is expiring March 31. Not the case. I checked with Dave Holman, and he'll be extending the NOTAM, so be mindful of the time.

Looking forward to the start of Airshow season, Fly-In Breakfasts/Lunches, and just enjoying flying in the warmer weather. If you haven't flown in a while due to winter or whatever, be sure to get with an instructor to blow off some of that rust. Happy spring!!

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!!!

- Jessica Miladinovich – Airplane Multi-Engine Land (AMEL) – March 2023
- Robert Steffy – Certified Flight Instructor – March 2023

General Club Meeting

The Condor Aero Club will meet on **Tuesday April 4th 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 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 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
<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.

Brake Check! Instructors typically teach their students to check the brakes as they settle into the cockpit as well as before starting to taxi. For many, this is a routine check and nothing more. But are you truly checking to ensure both brakes are working satisfactorily? What do you do if you notice one side seems to have less pressure than the other? Are you checking the braking behavior enough to know if one side is stronger than the other?

It's easy to overlook the braking effectiveness of your aircraft but the impact of uneven braking action can be significant, especially if you don't notice it until landing. As PIC, you need to respond correctly if one



side is braking harder than the other and adjust your pressure on the brakes. If unnoticed, you may find yourself off the side of a runway or worse. It doesn't take much time to confirm the braking capacity of your aircraft!

If something doesn't seem right, call someone! Talk to a more experienced pilot or call an instructor if you're unsure. If needed, you can also call Chip to report the maintenance need.

Plane Talk from our Chief Flight Instructor by Jake Vagias

Stabilized Approaches Conducted in GA Airplanes

Loss of control on landings is a major reason for GA accidents. FAA Advisory Circular 61-98D, Sec 2.1.4 states in part that at a minimum, a GA aircraft should be on a stabilized approach at least 500' AGL in VMC and 1,000' in IMC. These are minimums, anything less indicates a go around or missed approach. So just what does the FAA consider a stabilized approach to touchdown?

Allowing for only minor deviations, there are 7 criteria to be met:

- (1) **Glide Path.** The airplane is on the correct flight path. Typically, the glide path is 3 degrees to the runway touchdown zone (TDZ) (obstructions permitting).
- (2) **Heading.** The airplane is tracking the extended centerline to the runway with only minor heading/pitch changes necessary to correct for wind or turbulence to maintain alignment. Bank angle should not exceed 15 degrees on final.
- (3) **Airspeed.** The airplane maintains a constant airspeed within +10 knots indicate air speed (KIAS)/-5 KIAS of the recommended landing speed specified in the pilot's operating handbook (POH) or on approved placards/markings.
- (4) **Configuration.** The airplane is in the correct landing configuration with flaps as required, landing gear extended, and the airplane is in trim.
- (5) **Rate of Descent.** Descent rate is a constant and no greater than 500 feet per minute (fpm). If a descent greater than 500 fpm is required due to approach considerations, it must be reduced prior to 300 feet above ground level (AGL) and well before the landing flare and touchdown phase.
- (6) **Power Setting.** Power setting is appropriate for the airplane configuration and is not below the minimum power for approach as defined by the POH.
- (7) **Checklists/Briefings.** All briefings and checklists (except the landing checklist) completed prior to initiating the approach.

So, what does this mean for you? Consider doing a self-evaluation on your next flight by applying these 7 criteria to yourself. Be honest, striving to get it right for each approach. Enjoy spring flying and address questions to any of our qualified Club instructors who are there to help you.

Member Spotlight – Meet Bob Keenan!

What certificates/ratings do you hold?

I hold my Private Pilot Certificate, SEL

How many hours do you have?

About 183 hours

How long have you been flying?

Since the summer of 2019

When did you join Condor?

Signed up with Condor in the summer of 2019

What prompted you to look skyward?

I was fortunate to sit right seat on an Alaskan glacier tour in the spring of 2019. I spent most of the tour trying to determine what the then unknown gauges were for instead of watching the glaciers.

What is your favorite part of flying?

Love the difference in perspective from up there.

What is your next aviation goal?

Would love to get my sea plane rating... and a seaplane.

What is your favorite aircraft?

62104 holds a special place in my heart as that is what I learned in. Icon A5 would be my next choice in my dreams.

Any words of wisdom to share?

Listen to and respect the wealth of knowledge our club members have.



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!

- KGKJ – Aviation Legends American History Expo – May 10th
 - Condor members will be presenting!
- 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](#)

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:
\$6.35/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

March 2023

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

Maintenance Corner

No Report is Too Small!

This continues to be a problem. Please do not hesitate to report any potential problem.

Recently, it was reported there may be a 'new' dent on the leading edge of the LH wing of N96573.

It does appear to be new damage, possibly during refueling. The rolling ladder and damage align.

Unfortunately, this incident was never reported. And AGAIN, the biggest concern is ensuring the aircraft is airworthy for the next member!!

It's always best to report the incident and we'll have it checked for any internal damage before returning it to service.

Regarding the damage, PLEASE slow down. There have been two recent incidents related to rushing to get something done (i.e., plane in the hangar, refuel, etc.).

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



Feb. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N96573:

50hr inspection/oil change, replaced both main tires and tubes

N98887:

N62104:

Oil cooler, Glare Shield and Prop are completed, engine mount being rebuilt now. Working on airframe; seat tracks, lower instrument panel, flap roller bearings/bushings, and elevator bushings

N684SP:

Completed Annual; ran into a few items that extended the turnaround time. Attitude indicator was replaced and AP successfully tested tracking heading bug, found loose connection on HSI, and believe this will fix the intermittent HSI/CDI needle issue.

N2806M:

RH main strut serviced and rebuild kit ordered, replaced NAV light switch, static/pitot check failed, tubing and fittings were replaced and static/pitot check was successful.

N4335M:

serviced all tires with correct air pressure

N1963T:

50hr inspection/oil change, replaced LH Gear Bulbs, replaced LH fuel sending unit and fuel line

Planned Long Cross-Countries and Overnight Stays:

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.

Thank you again!!

This issue

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

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

Maintenance Summary, what is an AD? **P.3**

Mar. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

50hr inspection/oil change

N98887:

Annual

N62104:

continued work on airframe and prep for engine return

N684SP:

50hr inspection/oil change

N2806M:

50hr inspection/oil change

N4335M:

50hr inspection/oil change

N1963T:

50hr inspection/oil change

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 is another reservation immediately after yours, please contact that member.

You should always take pictures of any damage during preflight. A good practice is to also take a picture of the Hobbs/tach pre and post flight.

Please send me a copy of the photo and any issues found during preflight (especially flat spotted tires), so I can immediately follow up with the previous reservation.

If the severity warrants grounding the aircraft. Follow the same steps above, but you will also find a 'grounded' sign in the back seat pocket. Please place this on the dash.

EYE ON IT

Reminders:

Please ensure the cowl plugs are installed and the block heaters plugged in, reference 'cold-weather' starting procedures!

Springtime: This is the time of year we see high crosswinds. Know your personal limitations, and if necessary, head to KBTP (crosswinds at KPJC are usually straight down the runway at KBTP). Call a board member and we will ensure the plane gets back to KPJC.

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:

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
	Flown	Flown	Flown	Flown	Flown	Flown	Flown	Flown	Flown
JAN	0.0	85.1	26.2	64.7	15.1	0.0	4.1	49.3	585.8
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	13.9	28.5	44.0	44.8	22.0	15.6	22.4	45.4	236.6
TOTAL	157.6	663.9	518.3	906.4	707.9	112.6	312.4	729.9	4450.3

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
	Flown	Flown	Flown	Flown	Flown	Flown	Flown	Flown	Flown
JAN	11.7	30.2	3.9	45.8	20.6	16.0	9.2	13.5	158.8
FEB	16.7	14.7	0.0	61.0	43.0	5.2	25.0	20.7	189.0
MAR									0.0
APR									0.0
MAY									0.0
JUN									0.0
JUL									0.0
AUG									0.0
SEP									0.0
OCT									0.0
NOV									0.0
DEC									0.0
TOTAL	28.4	44.9	3.9	106.8	63.6	21.2	34.2	34.2	347.8

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

Oil Usage:

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
SEP	0.0	5.5	6.0	9.5	5.5	1.5	10.0	3.8	41.8
OCT	0.0	0.0	4.3	2.5	1.0	0.0	2.0	3.0	12.8
NOV	0.5	0.0	3.0	3.0	3.5	2.0	3.5	4.0	19.5
DEC	0.5	0.0	3.0	3.0	3.5	2.0	3.5	4.0	19.5
TOTAL	0.5	5.5	13.3	15.0	10.0	3.5	15.5	10.8	74.1

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	0.5	4.0	0.0	3.5	2.5	2.0	1.0	0.0	13.5
FEB	0.5	0.0	0.0	3.0	3.0	0.0	5.5	2.0	14.0

Please update Skymanager when adding oil to any aircraft, this data is critical in determining engine performance. **Only add in FULL QUARTS!**

Maintenance Hours:

Trying something new, these are the total hours offline due to maintenance, and the percentage of the total hours in a month the aircraft was unavailable. Let me know what you think?

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL									
	Maint	% THM	Maint	% THM	Maint	% THM	Maint	% THM	Maint	% THM	Maint	% THM	Flown	Maint				
JAN	0:00	0.00%	11:45	1.58%	0:00	0.00%	23:30	3.16%	0:00	0.00%	0:00	0.00%	9:30	1.28%	158.8	44:45		
FEB	0:00	0.00%	190:30	28.35%	672:00	100.00%	12:30	1.86%	2:00	0.30%	10:30	1.56%	0:00	0.00%	9:00	1.34%	189.0	896:30
MAR													0:00	0.00%	0:00	0.00%	0:00	0:00

Maintenance Tracker as of 3/29/2023

Airframe	Current Times				50hr				TBO	Annual				Static Check			Registration			
	Tach	Hobbs	ACTT	Date	Due	Remaining Hrs	Tach	ACTT		Hobbs	Date	2000hrs	Tach	Hobbs	ACTT	C/W Date	Due Date	C/W Date	Due Date	Issue Date
N684SP	203.7	7205.3	5721.8	3/29/23 11:17 PM	253.7	50.0	203.7	5721.8	7205.3	03/29/23	-1022.3	157.9	7140.9	5676.4	02/07/23	02/07/24	09/03/21	09/03/23	04/19/05	04/30/26
N62104	1961.0	11263.9	11961.0	3/29/23 11:17 PM	1982.1	21.1	1932.1	11932.1	11221.7	12/04/22	-1633.3	1756.7			06/27/22	06/27/23	01/12/21	01/12/23	09/30/85	04/30/24
N96573	595.2	8247.3	13368.8	3/29/23 11:17 PM	629.3	34.1	579.3	13352.9	8223.9	03/17/23	837.0	184.8			08/03/22	08/03/23	08/03/22	08/03/23	06/18/11	06/30/27
N2806M	6766.8	1269.5	6766.8	3/29/23 11:17 PM	6807.1	40.3	6757.1	6757.1	1256.9	03/19/23	137.3	6490.9	941.1	6490.9	08/22/22	08/22/23	08/22/22	08/02/24	07/14/10	11/30/23
N4335M	674.4	4683.6	4239.0	3/29/23 11:17 PM	724.4	50.0	674.4	4239.0	4683.6	03/28/23	-83.7	354.11	4354.1		05/12/22	05/12/23	03/11/22	03/10/24	11/02/21	11/30/24
N1963T	9251.4	3132.0	9251.4	3/29/23 11:17 PM	9289.9	38.5	9239.9	9239.9	3117.5	02/15/23	-23.9	9163.56		9163.56	09/09/22	09/09/23	07/17/21	07/17/23	09/05/86	04/30/24

Maintenance Summary:

Engine Update for N62104:

PennYan update: Everything is progressing as planned. The Crankshaft and Case passed all testing (GREAT NEWS!!). The Case will need some machine work, but that's normal. Current ETA Mid-May.

The engine mount was overhauled, returned and reinstalled. The prop and oil cooler are both back from overhaul.

The glare shield and new seat tracks have been installed, RH elevator bearings replaced, and first draft of the new lower dash panel arrived this week.

Still targeting to have all airframe work completed prior to the engine returning from PennYan.

Avionics Update for N4335M:

Due to shop availability, we're planning to schedule and confirm a window late fall to complete the avionics updates. The concern is not having the aircraft online during the busiest months.

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.

Recent Observations:

The most wear on any engine is during startup. Makes sense right, all the oil has drained to the oil pan, and depending on outside temps, it takes a minute to circulate the oil again on initial start.

So, **PLEASE**, as soon as the engine starts, reduce the throttle to below 1000 rpm, lean the mixture, and let it warm up. This is most critical in winter but applies year-round! I think the misconception is you need a higher rpm to thoroughly warm up the engine but this couldn't be further from the truth. Leaning the mixture will actually warm up the engine faster.

I've seen so many people in the chute, release the breaks, start to taxi, then reduce the rpm because you're taxing too fast! That's the first sign you had the engine RPM too high to begin with.

The goal is to minimize the wear and tear on our engines, and we need everyone's support.

Taxi with Back Pressure on the Yoke:

You ALWAYS want to keep the nose high; this also helps extend the life of our shimmy dampers. Obviously in 'high winds' be sure to follow the proper control deflections based on taxi and wind direction. But generally speaking, you should always try to keep the nose up during taxi.

Try experimenting with elevator position during taxi, I know you're not going that fast but it's amazing how much prop wash over the elevator impacts the attitude while on the ground.

Oil Dipstick:

Please **do not** overtighten, simply snug it down. I think some of us may not know our own strength at times. The engine creates a slight vacuum as it's running, there's no need to over-tighten to prevent leaking.

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

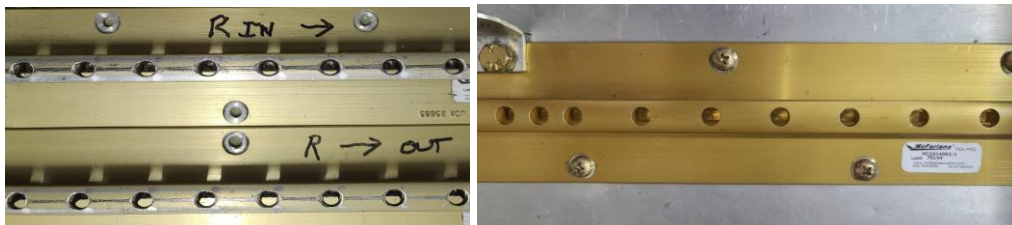
What are an Airworthiness Directives (AD)?

A regulatory document which identifies aeronautical products in which an unsafe condition exists, and where the "unsafe" condition is likely to exist or develop in other aeronautical products of the same type design. It prescribes mandatory corrective actions to be taken or the conditions or limitations under which the aeronautical products may continue to be operated. The AD is the common form of mandatory continuing airworthiness information mentioned in Annex 8. *Source: ICAO Doc 9760 - Airworthiness Manual*

ADs can apply to many components; the airframe (Cessna/Piper), the engine (Lycoming/Continental), the prop, and many other individual components. An AD can either be recurring or non-recurring. Non-recurring, meaning you inspect the component and determine if it applies and if so, is it in compliance. And recurring, meaning you need to inspect the component on specific intervals; either hours or days since the last inspection. You can view the ADs on the specific 'maintenance data sheets.

So how does this impact you as PIC? You should know the ADs for the aircraft you are flying and whether they are in compliance to be airworthy. And your actions can also extend the life of components. An example; **AD 2011-10-09 - Seat Tracks**, which applies to our Cessna's. Not only are you inspecting for failures (i.e., cracks, defects, etc.) that would prevent the seat from sliding, but also the actual holes in the seat tracks to ensure they're not oblong due to wear.

A huge help in preventing wear is to hold the seat adjustment handle firmly in the up position until you get your seat close to where you like it before releasing the handle. This will help avoid hitting each hole along the way, exaggerated if you're short like myself.



References: https://www.faa.gov/aircraft/air_cert/continued_operation/ad, <https://skybrary.aero/articles/airworthiness-directive>

MAINTENANCE

Please see the full maintenance report in the January 2023 Condor Newsletter submitted by Maintenance Officer Chip Vignolini.

UNFINISHED BUSINESS

LEWIS SCHOLARSHIP – Two applicants are chosen by the Scholarship Committee, Jan Lewis, Chris Miladinovich, and Keith McPherson. The Board of Trustees then makes the final decision. The amount is based on the available funds in the scholarship fund. The scholarship is given for achieving a private pilot certificate, commercial rating or instrument training. Jan Lewis commented he hopes the program will continue. Donations are important for the program to continue.

PROGRAM

Safety Officer Alan Connor presented a video explaining Pattern Entry Procedures. The procedures are critical to the Zelenople Airport due to student training. Alan was thanked for the video and discussion.

ADJOURNMENT

Mike Bruce moved and Jeff Kuzma seconded, “The February 2023 Meeting of the Condor Aero Club is adjourned.”
- Motion carried.