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*Photo Credit: Chris Vermilya*

ADS-B Use Limited in Montana

As an unexpected fast follow from last month's article, there is movement on the limitation of ADS-B use in at least one state. Montana legislators have passed a bill limiting use of ADS-B to protect pilots. This is a welcome move for many to protect the privacy of pilots and their aircraft. Refer to the [Condor Aeroqram from February](#) for more detail on the unexpected use of ADS-B data.

From this [General Aviation News article](#), the bill would prohibit the use of ADS-B data to assess landing fees on general aviation flights in aircraft that weigh no more than 9,000 pounds. This is likely the first of many such actions that would work to ensure ADS-B is only used for its intended purpose of enhancing aviation safety.

"A growing number of airports around the U.S. impose or are considering imposing landing fees and a number of airports are contracting with companies that glean data from ADS-B to send a bill to pilots," AOPA officials said.

...

Unfortunately, ADS-B data is now being used for frivolous lawsuits, questionable enforcement actions, and the collection of airport landing fees, AOPA officials said.

"We appreciate Rep. Klakken's efforts to curb ADS-B mission creep, which further reinforces the need for a national policy upholding the FAA's original commitment to aircraft owners that ADS-B devices would not be used for purposes unrelated to safety or airspace efficiency," Pleasance said.

If you'd like to see similar changes in legislation in Pennsylvania, reach out to our local congresspeople and voice your opinion. This is a great opportunity to also voice your opinion on the addition of a control tower at KBTP. As shared at the March meeting, the addition of a control tower has been approved by the FAA but it is the responsibility of Butler County to allocate funds to build the tower itself.

**ADS-B**

Leadership Corner

by Keith McPherson

Spring has finally sprung! We've been enjoying the early beginnings of a great flying season with the warmer weather and longer days.

Typical for this time of year are gusty conditions, turbulence, and wind shear, so please be sure to review forecasts as well as AIRMETs and PIREPs before you launch. This is also a great time of year to get with an instructor to brush up on your crosswind technique.

Tip: Always take note of the type of the aircraft in the PIREP. If you see a Boeing 737 ("TP B737") reporting moderate turbulence ("TB MOD") along your route of flight, the passengers in your Skyhawk or Archer are in for a bumpy ride!

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!!!

- Yang Hong – Instrument Airplane – March 18th

General Club Meeting

The Condor Aero Club will meet on **Tuesday April 1st at 7pm at KPJC**. Please plan to attend for information on club business, introductions to new members, along with maintenance and financial updates. Come early to catch up with old friends, make some new ones, and enjoy some delicious eats provided by our own Cindy and JP! Our social kicks off at **6:30pm**, don't miss it! **Note the change in times! Social at 6:30pm, meeting at 7pm!**

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 – 2025 dues and insurance are past due. Please ensure your account is paid for full flight privileges in 2025.

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.

The North American Aerospace Defense Command (NORAD) has reminded GA pilots to check NOTAMs as there have been several incidents where pilots have flown into TFRs, especially around the Palm Beach Area. Officials remind all of us (not just students) to be diligent to avoid disciplinary action and other potential issues.

While PJC is quite a distance from south Florida, the reminder stands to ensure we all check NOTAMs prior to any flight. We've spoken about TFRs in this space before but it's worth nothing most of the violations have been from pilots familiar with the airspace and operating out of their home airports.

There are many ways to get TFR updates, AOPA members can utilize their membership as one option: Members wanting to opt in to receiving these alerts can do so by enabling Airspace (TFR) Alerts (via checkbox) in their online account preferences. (Turn on "Airspace (TFR) Alerts" near the bottom of the "Manage Preferences" tab.).

Read the full letter from NORAD here: <https://www.aopa.org/news-and-media/all-news/2025/march/13/norad-reminds-ga-pilots-to-check-notams>

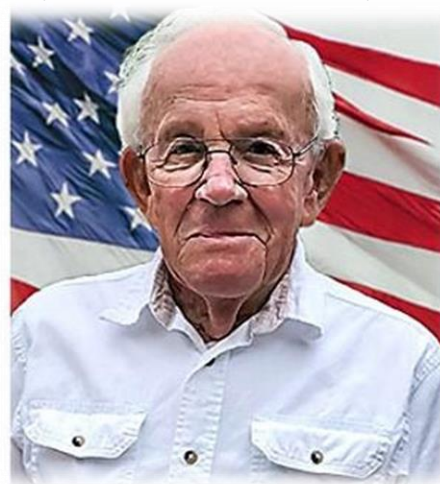


Remembering Bill Hodgson

Longtime Condor member William (Bill) Hodgson, age 94, passed away on March 16, 2025. Born May 17, 1930, Bill was a Veteran of the United States Air Force. An avid pilot, Bill also enjoyed radio-controlled airplanes as well as serving as an Instructor with Condor for many years. During his time with our club, Bill also gave our own "Captain" Larry his Club Checkout in a Cessna 150 back in the day.

Bill will be fondly remembered, and our sympathies go out to his family. Arrangements can be found on the Post Gazette's website:

<https://obituaries.post-gazette.com/obituary/william-b-hodgson-1092760095>



Member Spotlight – Meet Max Fancher!

What certificates/ratings do you hold?

I currently hold a student pilot license.

How many hours do you have?

I have just over 120 hours.

How long have you been flying?

I started flying in 2021 and have been slowly building up hours as I progress through high school.

When did you join Condor?

January of 2021

What prompted you to look skyward?

My dad served in the Air Force maintaining F-16s, and I've always been fascinated by his stories of his service and aviation in general. So, when my mom asked if I would be interested in a discovery flight as a birthday gift, I naturally jumped at the idea, and I have been loving flying ever since.

What is your favorite part of flying?

I love the challenges presented by flying. No matter how much experience a pilot has, there are always more aircraft to fly, different scenarios to learn from, and more challenges to overcome.

What is your next aviation goal?

Now that I'm over 17 years old, I plan to get my Private Pilot License over the summer. I hope to obtain my IFR rating when I'm home from college next year.

What is your favorite aircraft?

My favorite (and only) plane I know how to fly is the Cessna 172 Skyhawk. My dream plane to fly is the F-35, which I hope to fly during my time in the Air Force.

Any words of wisdom to share?

Always err on the side of giving too much information on the radio. Especially in uncontrolled airspace, making other pilots wonder where you are or what your intentions are can be a serious safety risk



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)	- \$110
N96573 (C172)	- \$145
N62104 (C172)	- \$145
N684SP (C172SP)	- \$150
N2806M (P28A)	- \$150
N1963T (P28R)	- \$165
N4335M (P28B)	- \$175

Off field fuel reimbursement:
\$6.25/gal

Member Checklist

Remember the following items!

Shutdown:

Avionics Master.....Off
Lights.....All off except beacon
Mixture.....Cutoff
Magnetos.....Off
Master.....Off

Postflight:

Lights....Confirm off except beacon
Leading Edges.....Cleaned*
Windscreen.....Cleaned*
Fuel Quantity.....Full**
Aircraft Interior.....Clean Up

*White cloths and wax cleaner for leading edges, Yellow microfiber cloth and glass cleaner for windscreen

**Do not fully fill the left tank of N89549, leave a few inches to avoid overflow

Off Field Fuel:

Do not use club fuel cards
Use personal credit card
Submit receipts for reimbursement

Prepayment Incentive:

\$1,000.00-\$1,999.99 – 3% bonus
\$2,000.00-\$3,999.99 – 4% bonus
\$4,000.00 and greater – 5% bonus
Restrictions apply, contact a board member for more details

Welcome New Members!

Welcome to the Condor Aero Club! The following new members joined our group in the last month and we're excited to have them on board. Looking forward to seeing you around the airport!

- Dennis Costa
- Emil Fernando

Upcoming Events

Mark your calendars for these upcoming aviation events!

- KRVL – Fly-In Breakfast – every second Saturday of the month
- N56 – Fly-In Breakfast

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Pay special attention to the recently added slide deck containing many options. Please share your pictures as well!

[Condor Google Drive](#)

[General Aviation Accessible Aviation Museums](#)

Mar 2025

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

Maintenance Corner

Reminders!

DO NOT take the aircraft checklists or fuel credit cards with you

TURN-OFF Hangar lights and lock the door when you leave.

DO NOT start the engine above 1000 RPM, and ALWAYS reduce to 700-800 RPM and Lean the mixture immediately after engine start and before taxiing.

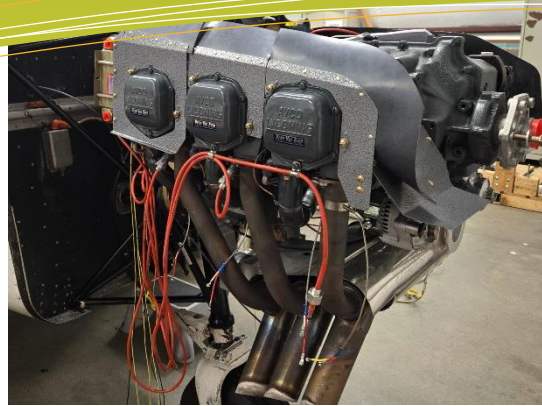
You should be able to release the toe brakes without the aircraft moving!

ALWAYS Taxi with proper elevator and aileron deflection. I observe so many people taxiing and the elevator is in the nose down position. This creates stress on the nose gear and shimmy damper.

NEVER push any aircraft from the Nose Cone/Spinner

DO NOT Move the nose wheel curb, and ensure the aircraft is between the lines/marks.

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



Feb Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:

N62104:

Repaired co-pilot door locking pin

N684SP:

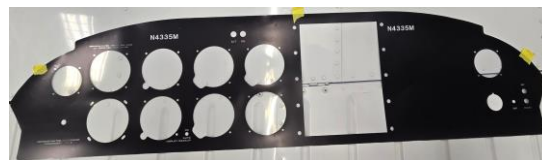
N2806M:

N4335M:

continued work on avionics,

N1963T:

100hr/Annual completed, replaced RH mag, replaced ELT battery, and welded step.



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Mar Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

100hr/Annual

N62104:

100hr/Annual

N684SP:

N2806M:

100hr/Annual

N4335M:

hang the engine, continued work on Avionics.

N1963T:

Time Remaining on 100hr/Annual: (As of 03/18)

N96573 = 3.2

N62104 = 13.3

N2806M = 7.0

N1963T = 76.8

N89549 = 59.6



EYE ON IT

Reminders:

Keep the 'chute' clear for returning aircraft.

Continue Using:

Cowl plugs! We have several birds and insects in the hangars, and it's good practice especially when you're off-field.

Maintenance Updates in Skymanager:

Everyone can see the 'Known' or 'Reported' squawks when you 'check-out' the aircraft in Skymanager.

They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

Please be sure to look at them prior to 'pre-fighting' the aircraft. If the problem is already reported there is no need to report again, but if you find something 'new' or the 'known' problem has worsened, please be sure to reach out to me (Chip).

Like always 'when in doubt' always report or reach out to me.

Thank you!



What is required prior to Preflight and Departure?

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



Flight Time:

2024 Flight Hours																		
MONTH	89549		684SP		62104		96573		98887		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
FEB	42.5	6.6	67.7	17.0	0.0	0.0	44.8	21.5	37.7	14.0	50.6	3.9	0.0	0.0	57.7	22.4	301.0	120.7
MAR	16.5	0.0	46.0	5.7	0.0	0.0	84.8	45.0	37.6	22.9	12.2	2.4	0.0	0.0	35.4	14.5	232.5	111.4
APR	23.5	1.9	23.1	4.4	0.0	0.0	53.2	32.0	50.7	26.1	22.6	7.7	0.0	0.0	38.1	10.6	211.2	110.2
MAY	29.2	0.0	0.0	0.0	0.0	0.0	113.6	80.5	35.3	11.1	43.7	0.0	0.0	0.0	53.0	25.6	274.8	144.6
JUN	47.0	4.5	0.0	0.0	0.0	0.0	99.1	44.2	64.3	29.8	17.0	0.0	0.0	0.0	80.9	40.8	308.3	159.4
JUL	28.2	10.3	0.0	0.0	0.0	0.0	106.8	49.3	40.8	14.4	26.4	9.8	0.0	0.0	58.3	5.5	260.5	142.1
AUG	24.1	4.2	0.0	0.0	0.0	0.0	78.7	49.3	53.7	14.4	27.2	7.1	0.0	0.0	20.8	5.2	204.5	95.8
SEP	24.1	9.0	0.0	0.0	13.3	1.1	91.5	58.8	37.5	16.6	49.5	11.6	0.0	0.0	54.5	18.9	270.4	151.6
OCT	23.0	9.2	0.0	0.0	81.7	26.6	76.0	18.8	30.4	10.5	28.5	3.0	0.0	0.0	62.6	18.6	302.2	130.7
NOV	9.3	4.4	0.0	0.0	41.1	18.5	40.1	20.1	27.7	4.0	8.9	0.0	0.0	0.0	26.3	4.0	153.4	73.3
DEC	0.0	0.0	0.0	0.0	29.7	13.0	19.2	6.7	30.9	9.7	19.3	0.0	0.0	0.0	25.8	8.3	124.9	55.2
TOTAL	275.4	52.1	158.7	38.7	165.8	59.2	844.1	450.2	446.6	173.5	312.6	47.7	0.0	0.0	522.4	176.0	2725.6	1343.8

2025 Flight Hours																		
MONTH	89549		684SP		62104		96573		98887		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JAN	17.6	0.0	0.0	0.0	20.7	9.6	10.3	3.1	12.3	3.7	13.3	0.0	0.0	0.0	17.4	6.3	91.6	33.8
FEB	11.0	1.5	0.0	0.0	29.0	14.2	32.0	17.9	3.4	0.0	16.7	2.0	0.0	0.0	19.2	8.9	111.3	54.8
TOTAL	28.6	1.5	0.0	0.0	49.7	23.8	42.3	21.0	15.7	3.7	30.0	2.0	0.0	0.0	36.6	15.2	202.9	88.6

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

Oil Usage:

2024 Oil Used									
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
FEB	4.0	2.0	0.0	0.0	3.0	5.0	0.0	6.0	20.0
MAR	1.0	3.8	0.0	4.0	4.0	1.0	0.0	3.0	16.8
APR	2.0	0.0	0.0	2.0	5.0	3.0	0.0	4.0	16.0
MAY	1.0	0.0	0.0	4.0	3.0	2.0	0.0	5.5	15.5
JUN	5.0	0.0	0.0	2.0	5.0	3.0	0.0	7.0	22.0
JUL	1.0	0.0	0.0	5.0	3.0	1.5	0.0	6.0	16.5
AUG	1.0	0.0	0.0	3.0	6.0	3.5	0.0	1.0	14.5
SEP	2.0	0.0	0.0	2.8	3.0	4.5	0.0	6.0	18.3
OCT	7.0	0.0	2.5	2.0	2.0	3.0	0.0	6.0	22.5
NOV	0.0	0.0	2.0	1.0	1.0	0.0	0.0	3.0	7.0
DEC	0.0	0.0	1.0	1.0	3.0	1.0	0.0	2.0	8.0
TOTAL	24.0	6.8	5.5	28.8	38.0	28.5	0.0	49.5	181.1

2025 Oil Used									
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	2.2	0.0	1.0	0.0	2.0	1.0	0.0	1.0	7.2
FEB	0.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0	3.0
TOTAL	2.2	0.0	1.0	1.0	2.0	2.0	0.0	2.0	10.2

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

Maintenance Summary:

Summary:

Feb was slow again, but the weather has broken a bit and we're seeing a spike in flying and associated Maintenance.

This month (March), we're triggered (3) 100hr/Annuals; N96573, N2806M, and N62104. We are making every effort to minimize the impact to member reservations.

Current schedule:

N96573 – 3/19-3/24

N2806M – 3/25-3/31

N62104 – 4/2-4/7

Just a reminder, any aircraft that exceeds the 100hr inspection is still airworthy, but training is prohibited.

N62104:

Repaired the co-pilot door, locking pin. We are aware the RH strobe is burnt out. This has been placed on hold, waiting for the LED strobe kit.

N2806M:

N4335M: (Offline)

Targeting spring return to service. We will need to address the currency required given how long it's been offline.

The engine is hung and accessories are being installed now. The avionics panel design is complete and being cut as I write this. We will need to wrap up installation when it arrives. The glareshield needs covered and install the new wind shield.

Things are moving along, but there's still a lot to do.

N684SP: (Offline)

Targeting March return to service.

N96573:

N1963T:

100hr/annual should be completed by the time you read this. The step has been repaired and the right mag replaced.

Leasebacks:

N89549:

Left fuel tank repairs continue.

Cowl Plugs:

Believe it or not, I still see cowl plugs inserted the wrong way. This may seem trivial, however it could prevent engine damage or worst case, and engine out emergency.

The zipper always faces the engine, and the cord should go over the outside of the prop, this way if you forget to remove the cowl plugs, the first cycle of the prop will rip them out.

There have been reported cases of the cowl plugs being sucked into the engine on takeoff, the engine overheats and ultimately fails.

Oil Reminder:

When do you add OIL?

Answer: At or below 5qts, and always full quarts!

We had a recent issue with N2806M. During preflight, the oil barely registered on the dip stick and this was after sitting overnight. The very tip of the dipstick = 4 quarts. *(Unfortunately, the picture didn't turn out well enough to share.)*

If the engine ever drops below 4 quarts, the aircraft is grounded and the engine is required to be overhauled.

This is very serious. An engine overhaul is ~\$60-75k, and the downtime can be extensive.

While on cross countries you should always check oil levels at each leg. It is part of every preflight, but it's easy to slip into bad habits and only check levels on the first pre-flight.

Oil Analysis:

I have received several questions regarding Blackstone Oil Analysis so I wanted to touch on a few things and share an example report.

Blackstone labs is the company we use for oil analysis. <https://www.blackstone-labs.com/>

They perform analysis for all sorts of industries and are considered an aviation industry leader.

Every 50hrs we perform an oil change. The process is to cut the oil filter, remove the paper filter and inspect it for metal filings. We also remove the oil pickup screen and inspect it for filings or particles.

The challenge becomes if the particulates are so small and remain suspended in the oil. In these cases, engine components may experience wear and tear but it's not picked up as part of the normal oil change process.

To address this and add another level of safety, Condor adopted sending oil samples to Blackstone Labs once the engine reaches 75% TBO. This ensures we have a (10) sample baseline prior to TBO.

The cost for a normal sample is \$40.00, and if necessary (as it was with N4335M) we can send the entire oil filter to be tested to ensure there was no contamination while cutting the metal filter.

N4335M is a perfect use case. All indications of the engine itself were strong. We had great cylinder compressions, no signs of burning oil, etc. However, the oil samples were reporting elevated metal particulates.

We bore scoped all cylinders and they looked fine. We sent oil samples in at 25hrs and then 10hrs, with no significant changes. That's when we decided to ground the aircraft and send the engine off for overhaul.

Upon tear down of the engine, PennYan found excessive wear on the camshaft lobes and piston pin caps. I don't believe we would have found this issue as quickly as we did without the oil analysis reports (pictures below).

REMINDERS:

OIL:

N89549:

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 **9qts**, and only add full quarts.

Report all Oil Consumption in SkyManager

Please let me know if any hangar is running low on oil.

Oil Heaters:

Starting 4/1, please DO NOT plug in the engine block heaters.

Please report all concerns, questions, or problems to Chip Vignolini.

Call, Text, or Email

(412)215-1225

chipvig@gmail.com

Supporting Links:

The next (2) engines on our list to overhaul are N2806M and N1963T. I'm attaching samples of their most recent reports.



OIL REPORT

LAB NUMBER: S195749 UNIT ID: N1963T
REPORT DATE: 3/13/2025 CLIENT ID: 148105
CODE: 20/216 PAYMENT: CC Online (Bulk)

UNIT MAKE/MODEL: Lycoming IO-360-C1C OIL TYPE & GRADE: Aeroshell 15W/50
FUEL TYPE: Gasoline (Leaded) OIL USE INTERVAL: 36 Hours
ADDITIONAL INFO: Piper PA28R-200, S/N: L-5871-51A, Nickel Cyl

CLIENT BENJAMIN KRISTOPHEL PHONE: (724) 971-5048
FOMBELL AVIATION SERVICES LLC FAX:
644 TASA DRIVE ALT PHONE:
ZELIENOPLE, PA 16063 EMAIL: FOMBELLAVIATION@GMAIL.COM,
benk@fombellaviation.com

COMMENTS BENJAMIN: This is another spotless report! Iron and lead (from steel parts and fuel blow-by, respectively) tend to track closely with use and both decreased to reflect the shorter run. Other metals held fairly steady, as they should when all is well. No measurable contamination was found in this 15W/50, and good oil filtration kept insolubles low.

	UNIT / LOCATION AVERAGES	58	53	46	41	54	UNIVERSAL AVERAGES
MI/HR on Oil	36	58	53	46	41	54	
MI/HR on Unit	2,439	2,404	2,346	2,293	2,246	2,205	
Sample Date	2/2/2025	11/7/2024	9/4/2024	6/14/2024	5/3/2024	2/22/2024	
Make Up Oil Added	6 qts	6 qts	6 qts		5 qts	6 qts	
PER MILLION							
ALUMINUM	7	9	7	8	6	9	7
CHROMIUM	4	5	4	5	2	5	4
IRON	25	31	30	32	20	34	25
COPPER	10	12	12	11	10	12	15
LEAD	4813	5349	6170	5523	4465	5323	6303
TIN	1	2	1	2	3	0	3



OIL REPORT

LAB NUMBER: S185512 UNIT ID: N2806M
REPORT DATE: 2/13/2025 CLIENT ID: 148105
CODE: 20/216 PAYMENT: CC Online (Bulk)

UNIT MAKE/MODEL: Lycoming O-360-A4M OIL TYPE & GRADE: Aeroshell 100 Mineral
FUEL TYPE: Gasoline (Leaded) OIL USE INTERVAL: 48 Hours
ADDITIONAL INFO: Piper PA28-181, S/N: L-38981-36A

CLIENT BENJAMIN KRISTOPHEL PHONE: (724) 971-5048
FOMBELL AVIATION SERVICES LLC FAX:
644 TASA DRIVE ALT PHONE:
ZELIENOPLE, PA 16063 EMAIL: FOMBELLAVIATION@GMAIL.COM,
benk@fombellaviation.com

COMMENTS BENJAMIN: Thanks for the note on the new cylinder. Metals jumped up a bit in this sample compared to last time, but presumably most of this is just wear-in from the new cylinder. With that in mind, as long as the new jug appears to be breaking in well (oil temp and oil consumption are stabilizing and you're finding less metal -- if any -- in the oil filter), then we'll just look for the improvements to show up on our next with the next sample. Note that some water was found in this sample, and it prevented us from checking for fuel. We're assuming it's just condensation.

	UNIT / LOCATION AVERAGES	51	50	100	60	52	UNIVERSAL AVERAGES
MI/HR on Oil	48	51	50	100	60	52	
MI/HR on Unit	2,575	2,243	2,494	2,361	2,261	2,201	
Sample Date	1/24/2025	11/7/2024	9/25/2024	6/24/2024	5/2/2024	2/27/2024	
Make Up Oil Added	6 qts	6 qts	6 qts	6 qts	5 qts	6 qts	
ELEMENTS IN PARTS PER MILLION							
ALUMINUM	18	10	7	6	5	8	5
CHROMIUM	15	7	6	8	3	6	4
IRON	69	55	59	51	66	38	60
COPPER	16	16	18	12	18	13	26
LEAD	5743	5231	5717	5449	5723	4740	5260
TIN	2	2	2	1	1	1	3
MOLYBDENUM	1	0	0	0	0	0	0
NICKEL	8	4	5	4	3	3	3
MANGANESE	1	1	1	0	1	0	1
SILVER	0	0	0	0	0	0	0
TITANIUM	0	0	0	0	0	0	0
POTASSIUM	0	0	0	0	0	0	0
BORON	3	2	1	2	3	2	1
SILICON	13	4	6	5	5	4	3
SODIUM	2	2	1	2	2	3	3
CALCIUM	2	2	1	2	2	2	2
MAGNESIUM	1	0	0	0	0	0	0
PHOSPHORUS	379	1099	1199	1014	1068	1147	1208
ZINC	4	5	5	5	6	5	6
BARIUM	0	0	0	0	0	0	0

Values
Should Be*

SUS Viscosity @ 210°F	99.2	82-105	91.1	98.6	97.1	85.3	89.4
cSt Viscosity @ 100°C	20.18	16.0-21.8	18.25	20.04	19.67	16.84	17.83
Flashpoint in °F	BOIL	>440	505	500	455	490	465
Fuel %	-	<1.0	<0.5	<0.5	<0.5	<0.5	<0.5
Antifreeze %	-	-	-	-	-	-	-
Water %	POS	0.0	0.0	0.0	0.0	0.0	0.0
Insolubles %	0.3	<0.6	0.3	0.2	0.3	0.3	0.3
TBN							
TAN							
ISO Code							

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

416 E. PETTIT AVE. FORT WAYNE, IN 46806 (260) 744-2380 www.blackstone-labs.com

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

March 4th, 2024

*Please note, meeting minutes will no longer be read at general meetings. Please review the minutes from the prior meeting in this newsletter and be prepared to ask any questions at the next meeting.
Meeting minute approval will be requested at the next meeting.*

CALL TO ORDER

President Keith McPherson called the March 2025 Meeting to order at 7:00 p.m. President Keith asked those guests and visitors to stand and introduce themselves.

MINUTES

Larry Schaefer moved and Glen Kaiser seconded," The February 2025 Minutes of the Condor Aero Club Meeting are approved." - Motion carried.

READINGS: 1ST Reading - Samantha Osorno
2nd Reading - Dennis Costa
Emil Fernando

TREASURER'S REPORT

Account Balances as of 3-1-2025

Cash Flow for February 2025

Accounts Receivable: \$72,036.86

TOTAL Cash Checking Accounts

Beginning Balance \$104,354.85

Inflows \$22,123.10

Outflows \$21,035.06

Net \$1,088.04

Balance as of 3/1/2025 \$105,442.89

FIRST COMMONWEALTH Line of Credit

Rate 8.50%

Line Of Credit Line: \$25,000.00

Balance \$0.00

Field Off Fuel Reimbursement as of Jan 6, 2025: \$6.25

January Outflow Highlights

Phillips 66 Fuel	\$3,927.70
FulFab	\$3,100.00
Maintenance	\$6,546.01
FCB sweep acct interest	\$368.37 - YTD \$713.40

Jeff Kuzma moved and Hal Repasky seconded, "The Condor Aero Club Treasurer's Report is accepted as read." - Motion carried.

MAINTENANCE REPORT

Chip Vignolini reported the Maintenance Report for completed maintenance in January 2025 and maintenance planned for February 2025. The complete report is in the Condor Aero Club Newsletter published monthly by Chris Vermilya.

BUTLER COUNTY AIRPORT CONTROL TOWER – Jim Insco reported a Control Tower for the Butler County Airport has been approved. A control tower will be installed at Butler when all preliminary planning has been completed.

PROGRAM

"Condor Trivia" was led by JP Smith. The group enjoyed the trivia questions and answers. It was both enjoyable and educational.

President Keith thanked Cindy and JP for providing the delicious food during the Social Hour.

ADJOURNMENT

Chris Vermilya moved and Gary Diamond seconded, "The March 2025 Condor Aero Club Meeting is adjourned." - Motion carried.