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Photo Credit: Dan Cox

## Welcome to the Family: N341FC Joins the Condor Fleet!

We're excited to announce the latest addition to our growing Condor fleet: N341FC, a Cessna 172 that's already turning heads and logging hours with enthusiastic member feedback. With a clean, modern look, Condor standard avionics, and solid performance, 1FC is ready to take its place as a dependable and versatile aircraft.

From the very first takeoffs, club pilots have had great things to say. "It flies great, really happy with the purchase," sums up the general sentiment I received from those who have flown it. The aircraft may not have the same power as our other 172s with the 180HP upgrade, but pilots are adjusting expectations quickly and finding it to be a capable, enjoyable aircraft across a range of missions.

One of the first things you'll notice is 1FC's sharp paint scheme, giving it a sleek, contemporary feel that stands out on the ramp. The interior matches that modern vibe, members love the clean panel layout, newer upholstery, and especially the rubber floor mat, which trades elegance for easy cleaning and functionality. It's an upgrade some members hope to see across other aircraft in the fleet.

The avionics stack stays true to the club's "Condor-consistent" setup, helping ease transition between aircraft. The GPS works well but be prepared that the Comm 2 radio has a slightly different interface from our other planes; it is a Garmin SL-30. The Pilot's Guide is available on our website and something we recommend you get familiar with before flight. The tachometer placement is low, so also be prepared for an occasional lean-over to check power settings.

Takeoff performance is "noticeably impacted but easily manageable" with two larger occupants. The aircraft climbs well, even to its published ceiling, and one member took it to 14,000 ft with impressive control and stability. That said, there is a slight right-drift tendency in cruise, and it may need a trim tab or rigging adjustment (being looked into). The pre-buy inspection revealed several non-airworthy squawks, most of which were addressed or are scheduled for correction by the first 100-hour inspection. A few other things to note: Sensitive brakes: Heels on the floor during taxi and landing is a must! Pilots also love the LED beacon, landing, and taxi lights, both for utility and the eye-catching glow they cast from the ground.

Looking ahead, 1FC shows promise as a reliable primary trainer and a fun grass strip flyer. With lower hourly costs and steady performance, it's a great option for members looking for economical time-building or enjoyable day trips. There's even talk of a SuperHawk 180HP upgrade come overhaul time, but even without it, members are already putting in hours and giving 1FC the Condor stamp of approval.

Let's give 1FC a warm welcome and keep the feedback coming as we continue to fine-tune and improve its role in the Condor fleet.



# Leadership Corner

by Keith McPherson

Happy "Dog Days" of Summer!! Although the temperatures continued to be in the 90s this month, the rains cleared up a bit and we were finally able to do more flying! As discussed in the last couple meetings, we were looking for another Skyhawk that could "fit right in" and start flying immediately. N341FC fits the bill, and the bonuses are a Condor-like panel (standard six-pack, Garmin 430W), a new interior, and an exterior with updated paint and LED lighting. Early feedback has been great, and one Condor Member even tested 1FC to its published 14,000ft ceiling! Bob has set the hourly rate at \$140, so go take 1FC for a spin! Next month, I'll be writing about the Dakota's return-to-service, as engine break-in flights are scheduled for this coming week. Our maintenance team has been busy!

In case you're wondering where the term "dog days of summer" came from, it dates back to the ancient Romans and refers to the period between late July and September when the star Sirius, also known as the Dog Star, rises with the sun. The Romans believed the intense heat was due to Sirius's proximity to the sun. While today's science knows better, the name "dog days" stuck, and it's now used to describe the hottest, most humid days of summer. Pilots know it as the time of year when we taxi with the windows open (or even a door in a Piper!) to stay cool on the ground. Always remember, "Cabin Doors – Closed and Latched" before taking off! Also remember, there is no Membership Meeting in August, but I hope to see you all at our annual Summer Corn Roast at the Zelenople Park on Saturday, August 9th!

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!!!

- None this month!

## General Club Meeting

The Condor Aero Club will NOT meet in August due to the Annual Summer Picnic and Corn Roast. Please join us on **Saturday August 9<sup>th</sup> at 4pm!**

We will again meet at the Zelenople Community Park. All the details are in the link below, we hope you can join us and bring your family! Please take a moment and RSVP so we make sure we have enough food for everyone. Bring your favorite appetizer, side dish or dessert to complement the meal.

<https://www.punchbowl.com/parties/f14ecdd65ec7f9167eff>

## 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** – 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](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

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## From the Right Seat



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

In one of the most impactful regulatory changes for general aviation in recent years, the FAA has officially released its final MOSAIC rule, short for Modernization of Special Airworthiness Certification. This long-anticipated update, finalized in July 2025, represents a major expansion of what can be flown under Light Sport Aircraft (LSA) privileges, and introduces new aircraft categories, pilot privileges, and training opportunities for our community. Here's what you need to know.

MOSAIC is the FAA's initiative to modernize the certification and operational rules for light sport aircraft, experimental aircraft, and sport pilots. The original LSA rule, introduced in 2004, was groundbreaking but

limited in scope. MOSAIC builds on that foundation, offering broader opportunities for innovation, training, and accessibility—without sacrificing safety.

### What Has Changed?

1. Expanded Aircraft Capabilities - LSAs are no longer restricted to 1,320 lbs (land) or 1,430 lbs (float). Under MOSAIC:
  - a. Aircraft can now weigh up to ~3,000 lbs or more, depending on a new power-to-weight formula.
  - b. Aircraft can have four seats
  - c. Features such as constant-speed props, retractable gear (in some cases), and electric propulsion are now allowed.
  - d. Speed limits have been relaxed, allowing faster LSAs.
2. Sport Pilot Privileges Expanded - Sport pilots can now:
  - a. Fly a much broader range of aircraft.
  - b. Operate aircraft with up to four seats, still limited to carrying only one passenger.
  - c. Fly at night, with proper training and endorsement.
  - d. Operate aircraft with controlled-pitch props and adjustable flaps.
3. Maintenance and Certification - MOSAIC streamlines certification paths for manufacturers:
  - a. New aircraft categories allow for "light personal aircraft" that are simpler to approve.
  - b. Experimental amateur-built rules are updated to encourage innovation while maintaining safety.
  - c. More clarity on owner-performed maintenance and avionics modifications.

### What Should Condor Members Pay Attention To?

- Training & Currency - Sport pilots who want to take advantage of the new privileges (night flight, faster aircraft, etc.) will need additional training and endorsements.
- Aircraft Selection - The door is now open for LSAs that look and feel much closer to traditional GA aircraft. If Condor ever considers expanding into light sport models, we'll be looking at options that can now carry more, go faster, and still operate affordably.
- Medical Pathways - The MOSAIC rule does not eliminate medical requirements, Sport Pilots will still use a valid driver's license in lieu of an FAA medical, and Private Pilots remain subject to BasicMed or 3rd Class requirements. But the broader aircraft access with a driver's license medical standard is a major win for many pilots.
- Night Flight Changes - The ability for Sport Pilots to fly at night (with proper training) is a huge shift.

### What's Next?

The MOSAIC final rule goes into effect January 2026, giving pilots, instructors, manufacturers, and clubs time to prepare. We'll also be monitoring how the industry responds, expect to see new aircraft models, training courses, and perhaps even updated insurance options emerge over the next year.

MOSAIC is a major win for general aviation, offering more access, more capability, and more flexibility for pilots and aircraft owners alike. Take some time to get familiar with the new rule and we'll see how things change.



## Member Spotlight – Meet David Kohanbash!

What certificates/ratings do you hold?

Private Pilot

How many hours do you have?

Around 200

How long have you been flying?

I started learning to fly and joined Condor in 2020 as COVID 19 was getting started. I did most of my Private training with Condor CFIs JR and Brian Garland.

When did you join Condor?

2020

What prompted you to look skyward?

I got tired of driving to New York every month to see the in-laws, and figured flying would be faster and allow for additional shorter visits.

What is your favorite part of flying?

Taking off. I love the moment the wheels leave the ground.

What is your next aviation goal?

I want to get my complex and high performance endorsements soon.

What is your favorite aircraft?

684SP since it has an autopilot and 2 doors.

Any words of wisdom to share?

Gather as many skills and experiences as you can. "Every skill is an arrow in my quiver for solving a different kind of problem" -Adam Savage (Mythbusters)



## 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

N341FC (C172) - \$140

N96573 (C172) - \$145

N62104 (C172) - \$145

N684SP (C172SP) - \$150

N2806M (P28A) - \$150

N1963T (P28R) - \$165

N4335M (P28B) - \$175

Off field fuel reimbursement:  
\$6.60/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!

- None this month

## Upcoming Events

Mark your calendars for these upcoming aviation events!

- Aug 16-17: KAKR AOPA Fly-in @ Props and Pistons Festival
- Aug 23: Clarion Work Party, RAF
- Aug 29-30: KAXQ Clarion STOL Fly-in

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](#)

Jul 2025

Chip Vignolini – (412)215-1225  
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# 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.

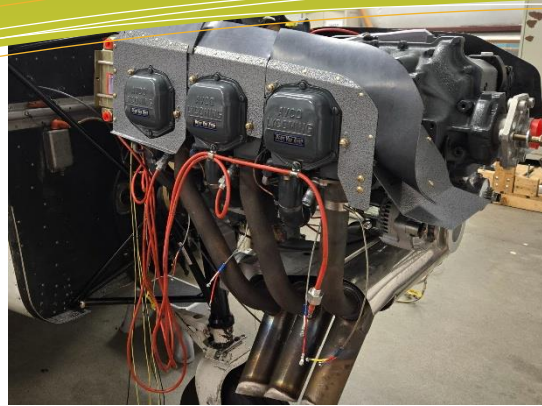
### Oil Reminder:

When do you add OIL?

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

Exception: N4335M, which is at or below 9qts, and always in full quarts.

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



## Jun Completed Maintenance:

### GPS Databases on all Aircraft:

Completed successfully

#### N89549:

oil change, replaced fuel vent line, and overhauled the shimmy damper

#### N96573:

100hr/Annual completed. Replaced all tires and tubes, replaced tail beacon lamp, and repaired LH flap well skin bracket to the flap roller track.

#### N62104:

left fuel tank repaired, and reinstalled.

#### N684SP:

Test flight completed

#### N2806M:

Repaired oil door latch

#### N4335M:

Engine ground run, leak checked, and avionics configuration

#### N1963T:

repaired trim wheel indicator, lubed yokes, and checked steering linkages



## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

## Jul Planned Maintenance:

### GPS Databases on all Aircraft:

#### N89549:

**N96573:**  
50hr oil change/inspection

**N62104:**  
50hr oil change/inspection

**N684SP:**  
Engine break-in, and RTS

**N2806M:**  
100hr/annual

**N4335M:**  
Initial flights, engine break-in, and RTS

**N1963T:**  
100hr/annual or 50hr oil change/inspection

### Time Remaining on 100hr/Annual: (As of 07/24)

N96573 = 26.5

N62104 = 26.7

N341FC = 52.7

N684SP = 54.6

N2806M = 95.4

N1963T = 0.0

N89549 = 44.7



## 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-flighting' 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		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JUN	47.0	4.5	0.0	0.0	0.0	0.0	99.1	44.2	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	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	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	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	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	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	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	312.6	47.7	0.0	0.0	522.4	176.0	2725.6	1343.8
% Instruction	18.9		24.4		35.7		53.3		15.3		33.7		49.3			

2025 Flight Hours																
MONTH	89549		684SP		62104		96573		1963T		4335M		2806M		TOTAL	
	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	13.3	0.0	0.0	0.0	17.4	6.3	91.6	22.7
FEB	11.0	1.5	0.0	0.0	29.0	14.2	32.0	17.9	16.7	2.0	0.0	0.0	19.2	8.9	111.3	44.5
MAR	1.0	0.0	0.0	0.0	50.5	17.6	46.4	16.8	22.0	6.9	0.0	0.0	41.1	10.1	161.0	51.4
APR	0.0	0.0	0.0	0.0	26.4	6.1	47.3	15.7	19.9	8.9	0.0	0.0	32.6	10.5	126.2	41.2
MAY	0.0	0.0	0.0	0.0	31.0	12.9	53.8	32.6	27.9	9.3	0.0	0.0	36.3	23.1	149.0	77.9
JUN	11.1	3.7	0.0	0.0	13.4	4.9	69.3	27.2	40.9	9.5	0.0	0.0	46.4	7.9	181.1	53.2
TOTAL	40.7	5.2	0.0	0.0	171.0	65.3	259.1	113.3	140.7	36.6	0.0	0.0	193.0	66.8	820.2	290.9
% Instr/YTD	12.8				38.2		43.7		26.0				34.6		35.5	
% Instr/Current Month	0.0				41.6		60.6		33.3				63.6		52.3	

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

### Oil Usage:

2024 Oil Used								
MONTH	89549	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JUN	5.0	0.0	0.0	2.0	3.0	0.0	7.0	22.0
JUL	1.0	0.0	0.0	5.0	1.5	0.0	6.0	16.5
AUG	1.0	0.0	0.0	3.0	3.5	0.0	1.0	14.5
SEP	2.0	0.0	0.0	2.8	4.5	0.0	6.0	18.3
OCT	7.0	0.0	2.5	2.0	3.0	0.0	6.0	22.5
NOV	0.0	0.0	2.0	1.0	0.0	0.0	3.0	7.0
DEC	0.0	0.0	1.0	1.0	1.0	0.0	2.0	8.0
TOTAL	24.0	6.8	5.5	28.8	28.5	0.0	49.5	181.1

2025 Oil Used								
MONTH	89549	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JAN	2.2	0.0	1.0	0.0	1.0	0.0	1.0	7.2
FEB	0.0	0.0	0.0	1.0	1.0	0.0	1.0	3.0
MAR	0.0	0.0	2.0	1.5	4.0	0.0	5.0	12.5
APR	0.0	0.0	2.0	2.0	3.0	0.0	3.0	10.0
MAY	0.0	0.0	0.5	1.0	3.0	0.0	4.0	8.5
JUN	0.0	0.0	0.5	2.0	6.0	0.0	6.0	14.5
TOTAL	2.2	0.0	6.0	7.5	18.0	0.0	20.0	55.7

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:

Flying picked up a bit but still significantly less than where we were a year ago. Only 181.1 total hours, compared to 308.3 in 2024.

I'm excited to report, we have flown N4335M, working through some simple squawks and continuing the break-in process. By the time you read this, it should be close to RTS with flight restrictions.

### N62104:

The RH fuel tank was overhauled, and returned much sooner than expected. Which is great news, however we had to back burner the installation of the LED strobes.

The RH wingtip strobe is still INOP, it is airworthy because the beacon covers the 'anti-collision' requirement. And we plan to have the new strobes installed during the next 100hr/annual, barring no other priorities surface.

**REMINDER...PLEASE take care when filling the aircraft, ensure you have adequate fuel hose out, and you're not letting the weight of the hose or the filler nozzle bind in the tank.**

### N2806M:

We completed the 100/annual, however during the inspection we found the stabilator hinge fittings were out of tolerance and needed replaced.

We also had to replace the RH MLG brake linings and NLG bearings and cups.

I wanted to take a quick minute to talk about the preflight, specifically the full floating stabilator on a piper. In addition to what everyone is typically aware of, (free moving, check the hinge pins, trim attachment point, etc.), you should also grab at the tips of the stabilator, and gently check for play from side to side and up and down. Again, you're not trying to rip the stabilator off the plane, but there should not be any play up and down or front to back.

If you're still unsure, please check with myself or a flight instructor and we would be happy to show you what to look for.

**Reminder, please be sure the primer plunger is full pushed in and locked prior to starting. This can have a huge impact on starting and runup.**

### N4335M: (Offline)

I am happy, no **ECSTATIC**, to report N4335M is back in the air. It flew great on the initial flight, oil and cylinder temps looks great, the panel looks amazing, and I'm excited to get it back online asap.

We did find a few minor squawk items that are being addressed, but it shouldn't hold up the break-in process.

We will follow the same 'new engine' procedures. First hour of flight is orbiting KPJC. The next (4) hours are branching out from KPJC on designated paths. We will then start leaning the engine 'mixture changes', etc.

### N4335M: (Offline) Cont.

Once we reach (10) hours, the cowling will be pulled. Everything will be inspected, oil is changed, and the plane will be returned to service with restrictions.

The restrictions will be min 1hr of flight (avoids engine temps not reaching normal operations, no touch and go's or stalls (avoids rapid throttle changes). Once reaching (35) total hours, all flight restrictions will be lifted.

We have installed a full complement of new avionics, which will require a 'check-out'. The board and flight instructors are still working on the scope of the check out, and it will be communicated in the near future.

### N684SP:

N684SP is back online and close to lifting all flight restrictions.

We have taken it over to Lancaster Avionics to troubleshoot COMM1 and the AP. The good news is they found definitive problems for both.

COMM1 had the COM&NAV antennas hooked up backwards. Meaning COMM1 was transmitting over the NAV antenna and vice versa. They made the correction on the back of the radio and it immediately fixed the issue. Power output readings were strong, so this one is checked off.

AP, they removed the aileron servo and discovered it was making noise when you shake it that it shouldn't be. We believe the gears were stripped during the accident. That unit is now being overhauled and expected back in a couple weeks.

### N96573:

We completed a 50hr oil change/inspection, no issues found.

### N1963T:

We completed a 50hr oil change/inspection, no issues found, also completed the pitot/static check

### N341FC:

Scheduled for a 50hr oil change/inspection and pitot/static check last week in July.

### TOWBARS:

Have you noticed weird scratches on the face of the prop?

We think we found the culprit...the towbars slipping off the NLG pins! Sometimes the towbars get stretched and need to be squeezed/bent back together so they don't slip off when you're trying to push and turn at the same time. If the towbar slips and doesn't have the protective plastic cap on the handle ends, it lines up perfectly where the scratches on the prop are located.

Please take care with using the towbars and pushing the plane back into the hangar. We are working to ensure either the towbars are replaced or the ends of the handle are taped to prevent this from happening in the future.

### Leasebacks:

#### N89549:

Nothing to report

## REMINDERS:

### OIL:

#### N89549:

Use **Aeroshell 100**, only add when below 5qts, and add only full quarts.

#### N684SP, N341FC, 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](mailto:chipvig@gmail.com)

Supporting Links:

## CONDOR AERO CLUB REGULAR MEETING

### Meeting Minutes

*Please look for July meeting minutes in next month's newsletter. As there is no general meeting in August (due to the picnic), approval of July meeting minutes will occur at September's meeting.*