

Condor AEROGRAM

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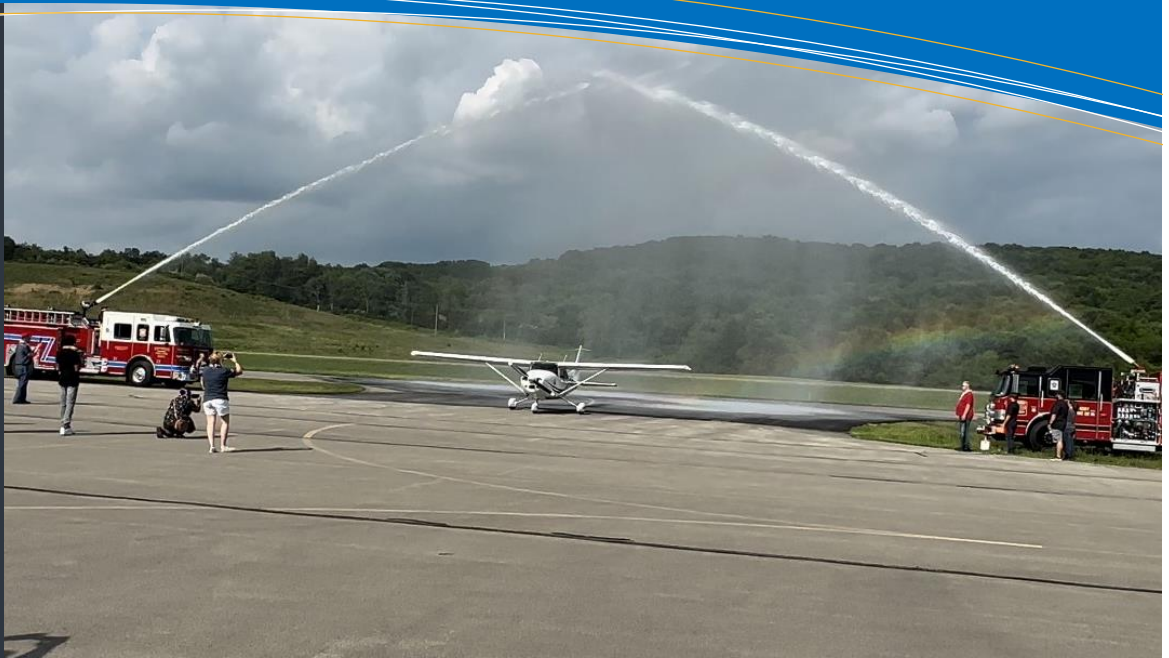


Photo Credit: Bob Miladinovich

Welcome Home Ross Edmondson! – Around the World in a C182

The Condor Aero Club welcomes home Ross Edmondson on June 30th as he completes his around the world trip! This epic trip has been one we have been watching for several years and is worthy of an entire newsletter on its own. While this space will not do the trip justice, enjoy some pictures of the homecoming, including a water cannon salute! Ross has shared parts of his trip with the club as it was in progress and we will eagerly look forward to the full debrief at an upcoming meeting. Welcome home Ross!!



Congratulations Again to the Lewis 'Freedom of Flight' Scholarship Winners!

Congratulations once again to the Lewis "Freedom of Flight" Scholarship winners! The 2023 winners were honored at the May 2nd General Meeting. Be on the lookout for **Meaghan Kelley** and **Megan Marley** as they pursue their ratings!



President's Corner

by Keith McPherson

Hi everyone! I hope that everyone is enjoying their summer! Lots of great opportunities to take a day trip or pack up the family and head to your favorite vacation destinations. If you haven't checked out the "Upcoming Events" section of this newsletter, please do as Chris and Chip do a great job keeping us all up to date with upcoming airshows, fly-ins, and other fun aviation events. The other good news is that as of writing this, we have all aircraft online and available, with the exception of 104, so please go fly! On that point, I would like to thank Chip Vignolini, our Director of Maintenance, as well as John Mueller, who stood in for Chip while he was on vacation. Great job!

Lastly, I ran across a great YouTube webinar series. It's a refresher on thunderstorms and summer flying in general – specifically, how to avoid storms using cockpit weather. The videos specifically mention SiriusXM Weather, which is a subscription-based satellite weather source; however, much of the same weather information is also available for free via ADS-B, which our transponders now provide, and is viewable on our iPads, etc. The videos walk thru different scenarios, and outline the advantages of using cockpit weather, as well as some limitations we should be aware of compared to on-board active weather radar. Here's the link to the [SiriusXM Summer Weather Webinars](#).

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!!!

- Anna Beck – Instrument Airplane – May 10th, 2023
- Max Fancher – First Solo – May 18th, 2023
- Jessica Miladinovich – Certified Flight Instructor Instrument – May 23rd, 2023

General Club Meeting

The Condor Aero Club will meet on **Tuesday July 11th 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!

Condor proudly sponsors the Lewis Freedom of Flight Scholarship! To help fund this account, we will hold a 50/50 raffle at club meetings. \$1.00 for 1 ticket / \$5.00 for 6 tickets. Participation is not required but is encouraged! **We raised \$466 at the May meeting and our winner, John Mueller, donated his \$233 back to the scholarship fund, thanks John!**

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 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.

Do you keep up with the release of new Advisory Circulars (ACs)? You should! The FAA regularly releases new information on everything from the interpretation of a regulation to the clarification of a recommendation.

On June 6th, 2023, AC 90-66C - Non-Towered Airport Flight Operations was released to provide further clarification on both the requirements and recommendations on how to operate out of a non-towered airport or an airport with a control that operates part time. This is a hot topic at PJC that we have covered multiple times in this space as well as during our club meetings. Read up!



This AC calls attention to regulatory requirements, recommended operations, and communications procedures for operating at an airport without a control tower or an airport with a control tower that operates only part time. It recommends traffic patterns, communications phraseology, and operational procedures for use by aircraft, lighter-than-air aircraft, gliders, parachutes, rotorcraft, and ultralight vehicles. This AC stresses safety as the primary objective in these operations. This AC is related to Title 14 of the Code of Federal Regulations (14 CFR) part 1, § 1.1 (traffic pattern), and part 91, § 91.13 (Careless or Reckless Operation), § 91.113 (Right-of-Way Rules: Except Water Operations), and § 91.126 (Operating On or In the Vicinity of an Airport in Class G Airspace). The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1041885

Plane Talk from our Chief Flight Instructor

by Jake Vagias

Tune in next month for insights from Jake, our Chief Flight Instructor.

In the meantime, check out the sights from the Westmoreland County Air Show!



Member Spotlight – Meet YOU!

We're looking for volunteers to spotlight in this space! So far, we have been working through our membership list and reaching out to members willing to put themselves out there. We'll continue this pattern but I wanted to see if anyone would want to help out and toss your hat in the spotlight. If you're interested, please send me a note at vermilyacd1@gmail.com and I'll work with you to get the particulars.



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!

- Sebastian Sweet

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

Mark your calendars for these upcoming aviation events!

- KMRT – Saturday BBQs – July 22nd, August 26th
- 5A1 – Food Truck Fly-In – July 15th
- KOSH – EAA AirVenture (Oshkosh) – July 24th-30th
- KRVL – Fly-In Breakfast – every second Saturday of the month
- N56 – Fly-In Breakfast
- Reno Air Races – September 13th-17th
- 4G1 – WAD South – October 6th-9th

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](#)

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:
\$6.60/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 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

Jun 2023

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.



May. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
50hr inspection/oil change

N96573:
50hr inspection/oil change, replaced both fuel caps, replaced nose wheel tire and tube, replaced GPS/NAV switch bulbs.

N98887:
50hr inspection/oil change, replaced (1) mag and all spark plugs

N62104:
lower instrument panel installed, flap well repairs.

N684SP:
50hr inspection/oil change, replaced all (8) spark plugs, replaced both mags, replaced (1) cowl mount, replaced overhead speaker, repaired right rear headset jacks, replaced LH window spring.

N2806M:
50hr inspection/oil change. New nose wheel tire and tube, shimmy damper linkages cleaned, lubed.

N4335M:
Annual Completed. New engine baffling, overhauled muffler shroud, repaired pilot and co-pilot seats, repaired fuel shutoff selector, replaced overhead console, re-webbed pilot and co-pilot seat belts, removed and replaced stabilator bearings, replaced all brake linings, repaired carb air box, replaced scat hose.

N1963T:
50hr inspection/oil change, replaced fuel bowl drain o-rings, replaced tail NAV light

This issue

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

Maintenance Delegate, Flight Times **P.2**

Maintenance Summary, Preflight in the Hangar **P.3**

Jun. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:
N96573:
50hr inspection/oil change

N98887:
N62104:
continued work on airframe and prep for engine return, wings sent off to the repair shop

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): 4 Steps to Follow

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:

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:

2022 Flight Hours

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
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	4109.0

2023 Flight Hours

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	11.7	30.2	3.9	45.8	20.6	16.0	9.2	13.5	150.9
FEB	16.7	14.7	0.0	61.0	43.0	5.2	25.0	20.7	186.3
MAR	22.2	56.7	0.0	72.5	0.0	13.8	21.6	43.0	229.8
APR	25.6	78.3	0.0	107.1	34.0	9.0	45.6	48.3	347.9
MAY	33.7	76.2	0.0	100.1	92.4	46.0	0.0	58.8	407.2
TOTAL	109.9	256.1	3.9	386.5	190.0	90.0	101.4	184.3	1322.1

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
MAY									0.0
JUN									0.0
JUL									0.0
AUG									0.0
SEP									0.0
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
TOTAL	0.5	5.5	13.3	15.0	10.0	3.5	15.5	10.8	74.1

2023 Oil Used

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
MAR	1.0	3.0	0.0	4.0	0.0	0.0	4.0	3.0	15.0
APR	1.5	2.0	0.0	7.0	3.0	1.0	7.5	4.0	26.0
MAY	1.0	2.0	0.0	7.0	8.0	5.0	0.0	5.0	28.0
TOTAL	4.5	11.0	0.0	24.5	16.5	8.0	18.0	14.0	96.5

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

Maintenance Tracker as of 6/30/2023

Airframe	Current Times				50hr						TBO	Annual				Static Check			Registration	
	Tach	Hobbs	ACTT	Date	Due	Remaining Hrs	Tach	ACTT	Hobbs	SMOH		Date	2000hrs	Tach	Hobbs	ACTT	C/W Date	Due Date	C/W Date	Due Date
N684SP	362.9	7412.7	5881.0	6/30/23 12:03 PM	407.0	44.1	357.0	5875.1	7404.5	06/19/23	-1181.5	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	6/30/23 12:03 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	04/30/28
N96573	805.6	8546.0	13579.2	6/30/23 12:03 PM	851.8	46.2	801.8	13575.4	8540.4	06/23/23	626.6	184.8			08/03/22	08/03/23	05/18/23	05/17/24	06/18/11	06/30/27
N2806M	6879.9	1407.6	6879.9	6/30/23 12:03 PM	6909.4	29.5	6859.4	6859.4	1381.4	06/01/23	24.2	6490.9	941.1	6490.9	08/22/22	08/22/23	08/22/22	05/17/25	07/14/10	11/30/27
N4335M	759.9	4772.5	4324.5	6/30/23 12:03 PM	770.0	10.1	720.0	4284.6	4730.7	06/01/23	-169.2	719.98	4730.7	4284.57	06/01/23	05/31/24	03/11/22	03/10/24	11/02/21	11/30/24
N1963T	9328.1	3227.0	9328.1	6/30/23 12:03 PM	9342.0	13.9	9292.0	9292.0	3182.4	2012.42	-100.6	9163.56		9163.56	09/09/22	09/09/23	07/17/21	07/17/23	09/05/86	04/30/28

Maintenance Summary:

Another busy month, our flight hours jumped up to 407.2, and we had several check rides mixed in as well.

I would like to thank John Mueller, for serving as my delegate while I was out. From all the feedback, everything went smoothly.

Hangar Rash:

PLEASE SLOW DOWN. This continues to be a problem regardless of the amount of communication and reminders.

Use all the tools to your advantage, and when in doubt stop, chock the nose wheel, and make sure everything aligns before continuing.

All you need to do is ensure you have the mains inside the lines, and the nose wheel on the line, and **NO MORE HANGAR RASH!**

Stop pushing before the nose wheel or mains hit the 'STOP' lines. Unfortunately, I've still seen several cases where the nosewheel or mains are beyond the line.

And please, if you are still having problems reach out to another Condor member or one of the instructors/board members for help.

Unfortunately, I still see things like this;



Engine Update for N62104:

The engine has returned from PennYan and is currently being hung. The board approved an engine monitor as an upgrade and we'll be installing the Insight G3, which provides EGT, CHT, Oil Temp, Oil Pressure, Voltage, RPM, Inertia monitoring, data logging, etc.

Please feel free to start reading up on the operations and functionality, and this will be a topic of an upcoming meeting program.

<http://www.insightavionics.com/bestg3.htm>

N684SP Radio Updates:

Recently the audio panel (KMA 28 TSO) comm selector button was stuck on COMM2. And it was decided to upgrade the panel to a new PMA7000BT.

Not only does this include new features, but we're also hoping it may isolate or eliminate the COMM1 range issue we were experiencing. I will be following up with everyone after the installation to see if there was an improvement.

<https://www.ps-engineering.com/pma7000bt.html>

What is included in a 50hr Inspection/Oil Change?

I have received several questions, and there seems to be the perception that a 50hr is simply changing the oil and kicking it back out the door. So, I wanted to share what's included in a 50hr and the second 50hr (i.e., every 100 hours).

I want to be careful not to use the term 100hr Inspection, which is almost identical to an annual. We simply include additional items in the second 50hr and annuals are performed once a year.

50hr Inspection/Oil Change Scope of Work (SOW);

- General Inspection of Aircraft – repair any issues
- Top and Bottom Cowl Removed
- Review Squawks – repair any squawks
- Review ADs
- Oil and Filter Change
- Oil Sample if engine is past TBO, or within 200hrs of TBO
- Lube control surface hinges
- Clean and Gap Plugs
- Clean and Degrease Engine
- Clean and Degrease Belly
- Operationally Run and leak check

2nd 50hr Inspection/Oil Change (every 100hrs) SOW;

- Same scope as 50hr but include:
- Compression Check all Cylinders
- Timing Check/Adjustment as necessary
- Induction filter replacement as necessary

The whole process can take anywhere from 3-6hrs depending on the SOW and items discovered during the inspections.

We make every attempt to minimize the impact to our members by forecasting hours flown and working these 50hrs in after hours, between reservations, or even during periods of bad weather to avoid member disruptions.

Unfortunately, there are times when members have been impacted, and we do our best to move reservations to open aircraft, and immediately notify members.

We are now tracking 'Time in Service' (TIS) of the parts being installed. This helps with preventative maintenance and determining any type of chronic problems over time.

Along with tracking TIS, we are stocking some of the known items that fail or need replaced as routine maintenance to minimize 'downtime' during the inspections.

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

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

May 2nd, 2023

Look for June 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., June meeting minutes are approved at the July meeting)

CALL TO ORDER

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

President Keith welcomed all and requested the guests and visitors to stand and introduce themselves.

MINUTES

Dan Cox moved and Mike Bruce seconded, "The April 2023 Minutes of the Condor Aero Club are approved."
- Motion carried.

READINGS: 1ST Reading - James Michael Brennan
2nd Reading - Sebastian Sweet

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of 5/1/2023:

Accounts Receivable	-	-\$69,633.87
Total cash checking accounts;		
Beginning balance	-	\$148,667.90
Inflows	-	33,122.78
Outflows	-	40,550.37
Net	-	-7,427.59
Balance	-	141,240.31
First Commonwealth Line of Credit		
Rate	-	9%
Line: \$25,000.00	-	Balance - \$0.00

Off field fuel reimbursement as of April 26, 2023: \$6.60

Condor's PNC bank account is closed.

MAINTENANCE REPORT

Maintenance Director Chip Vignolini reported the April maintenance completed and the pending May maintenance. Please see the maintenance report in the Condor Aerogram. The report is attached.

UNFINISHED BUSINESS

LEWIS SCHOLARSHIP – Jan Lewis reported the Scholarship applications are in progress.

Scholarship applications must be received by the 30th of April.

WEB SITE UPDATE – Alan Connor related the updating of the Condor Aero Club Web Site is in progress.

PROGRAM

Carrie Matvey and Chris Vermylia discussed the proper procedure of pre-checking an airplane prior departure. All airplane parts must be checked to be sure everything is working. Differences in checking the Pipers and the Cessnas were discussed.

ADJOURNMENT

Jason Jodkin moved and Bob Belsterling seconded, “The May 2023 Condor Aero Club Meeting is adjourned.”

- Motion carried.