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Photo Credit: Chris Vermilya

US Air Travel Record Broken

"The TSA says Sunday [26 November 2023] was the busiest day on record for air travel in the U.S. TSA head David Pekoske said screeners put more than 2.9 million passengers through checkpoints at the nation's airport as he headed for more than 50,000 flights. The Sunday total eclipsed the previous record of 2.8 million on June 30." -<https://www.avweb.com/aviation-news/air-travel-record-set-sunday/>

Thanksgiving was in full swing for travelers as more people moved through checkpoints and onto flights than any day in history. I sometimes stop and think about the sheer volume of people that this really is, all moving through a complex system ranging from baggage handling, security screening, and boarding to the side we're familiar with in terms of ATC routing, sequencing, and traffic management. It wasn't too long ago we were thrilled to be able to even get off the ground.

Take a minute to consider how the system and its components all need to work together to move this many people from point A to point B. Then layer on top of that the fact that it's done safely! Also consider that as private pilots, we have the same access to the NAS and all it offers. Take advantage of the privilege you have as a pilot!

For our members who fly professionally up in front of each of these flights, thanks for your hard work! For the rest of us in the back, marvel at the machine and have a safe trip!



President's Corner

by Keith McPherson

I hope everyone had a great Thanksgiving. As we head into the Holiday season, keep family and friends top of mind. Looking forward to seeing everyone at the First Flight party on December 2nd. Happy Holidays!

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!!!

- Jessica Miladinovich – Multi Engine Instructor – November 27th, 2023
- Chris Vermilya – Commercial AMEL – November 15th, 2023
- Megan Marley – First Solo – October 19th, 2023

General Club Meeting

The Condor Aero Club will not meet for our normal session in December. Instead, we will host the Condor Holiday and First Flight party on Saturday December 2nd at 6pm at the American Legion in Zelienople. Please plan to attend! If you did not RSVP, please plan to pay at the door for you and your guests.

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.

For many students, mastering the radio aspect of flying is a daunting task. Controllers can speak quickly and there is pressure to be perfect in every radio call. While it is important to be proficient and professional in your radio work, you don't have to be perfect from day 1! It takes practice to know what to say, when to say it, and how to respond to instructions and questions that will come.

How do you practice? Many students begin with a script to get into the groove of knowing what to say and when. Others prefer to listen to [LiveATC](#) to learn the patterns and phraseology at bigger airports. Whatever your preference, the important thing is to practice. Almost all radio calls follow a similar pattern (who you're talking to

who you are, where you are, what you want) and then deviate according to the instruction. Learn the basics and grow from there! PJC is a great place to practice as it's not usually too busy. Many times, you may be the only one in the pattern, no one will hear your mistakes!

Keep working on your calls and in no time, they will be second nature. And if your instructor gives you a hard time, just ask them to tell you their stories when they first learned.

Scholarship Opportunity!

EAA Chapter 857 is proud to announce that it will again participate in the 2024 Ray Aviation Scholarship Program. The deadline to apply for this \$11,000 scholarship is January 1st, 2024.

Applicants must meet the following criteria:

- o Must be seeking or currently training for their Airplane Private Pilot or Glider Certificate locally
- o Age 16-19 years old
- o Possess a 3rd Class Medical Certificate
- o Possess a Student Pilot's Certificate
- o Ability to start training within 60 days of scholarship award date

Applications are available for download here: <https://chapters.eaa.org/ea857>. Our prior year scholarship recipients include Naomi Wigley (2022-Condor Aero Club) and Colin Daniello (2023-High Flight Academy). Interested applicants may direct questions about this unique scholarship to the Chapter Scholarship Coordinator-Kyle Riedel (riedel.kyle@yahoo.com).

Plane Talk from our Chief Flight Instructor

by Chris Vermilya

Happy (belated) Thanksgiving! I hope everyone enjoyed some time with family and friends and had an opportunity to eat some good food. As an Ohio State Buckeye, I can't say the weekend was perfect... but it was great to step away from work and see extended family. It was also great to see our aircraft flying and many of you taking advantage of the nice weather, especially on Saturday!

As I write this, it's currently 18 degrees (F) outside so we're officially into the freezing weather that will hang around for the next several months. If you caught the winter seminar at our October meeting, please remember to take your time and plan for the weather in your flying. If you missed that meeting, please review the [Winter Seminar deck](#) and brush up on winter ops. New members, please reach out to any of our instructors for a full debrief!

GA accidents related to winter conditions are avoidable so for the sake of your safety and the safety of your passengers, please prepare and fly responsibly. If you ever just need a second set of eyes to help make an unbiased decision, ask a fellow pilot! As my first instructor told me, think about how the accident report would read. If you don't like the headline, don't go!

Member Spotlight – Meet Conor Griffin!

What certificates/ratings do you hold?

I currently hold my Private Pilot certificate. I am not currently training for any additional ratings or certifications.

Complementing my PPL, I also have my High Performance and Complex endorsements.

How many hours do you have?

I have 56.8 hours as of today.

How long have you been flying?

I trained for my PPL this summer through an Air Force-funded scholarship program. The program covered the full cost of training and living at one of many partner universities nationwide.

It was an eight-week immersion program; I was sent along with seven other students to Fairmont State University in West Virginia.

I took my PPL checkride in July with Mike Gwinn at KLWB.

When did you join Condor?

I joined Condor at the beginning of September 2023.

What prompted you to look skyward?

Aviation has always fascinated me, but I did not think becoming a pilot would be in the cards for me just because of the steep cost. Along came an offer through my High School's AFJROTC program for an all-expenses-paid scholarship to obtain my PPL via an eight-week summer immersion program. They accept between 200 and 300 students from AFJROTC (high school), AFROTC (college), and the Air Force Academy every year. With thousands of applicants, it was a bit of a long shot, but I applied and was accepted and assigned to Fairmont State. I couldn't say no to the opportunity to become a pilot at no cost to me.

What is your favorite part of flying?

Flying provides so many great experiences and freedoms that can be found nowhere else. I love getting to visit new places and land at new airports whenever I fly.

What is your next aviation goal?

I want to get a degree in Aerospace Engineering. I am in my Senior year of high school and have been offered a Navy ROTC full-ride scholarship for college, which I will likely accept. My best-case would be to go on to commission in the Navy as a Naval Aviator.

What is your favorite aircraft?

My favorite aircraft at the club would have to be 549. I've only ever flown 549, 887, and 573, although I hope to go through further checkouts soon, but the small size and light feel of the 152 make it my favorite (for flying solo). As soon as another person is in the airplane, however, I much prefer a 172. My favorite aircraft I have ever flown is an 182Q with the King Katmai STOL mod. It was an STC'd 182Q with a 300hp IO-550, canards for increased pitch authority, and a redesigned wing with a new leading edge, larger wingspan, and longer chord.

Any words of wisdom to share?

Always have something positive to look forward to so you aren't just looking to the next unenjoyable task to finish. Schedule a flight on a Saturday after a long week and have that positive thing to look forward to.



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) - \$125 |
| N96573 (C172) - \$125 |
| N62104 (C172) - \$125 |
| N684SP (C172SP) - \$130 |
| N2806M (P28A) - \$130 |
| N1963T (P28R) - \$135 |
| N4335M (P28B) - \$160 |

Off field fuel reimbursement:
\$6.95/gal

Member Checklist

Remember the following items!

Shutdown:

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

Postflight:

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

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

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

Off Field Fuel:

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

Prepayment Incentive:

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

Welcome New Members!

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

- Jeffrey Brinkhus
- Nathan Collins
- Conor Griffin
- Joseph Vargo

Upcoming Events

Mark your calendars for these upcoming aviation events!

- It's getting cold out... look for the return of fly-ins in the spring!

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](#)

Nov 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!

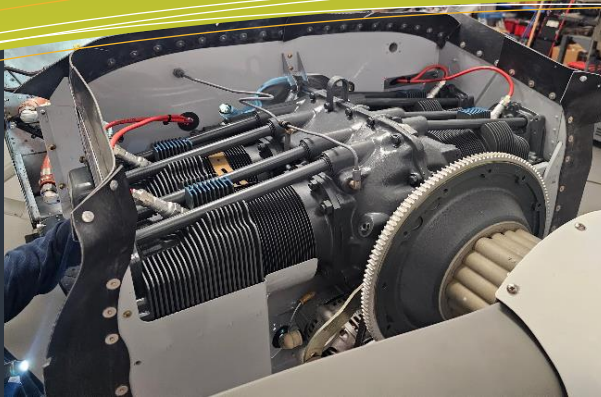
ALWAYS Taxi with proper elevator and aileron deflection. I observe so many people taxiing and the elevator is in the nose down position. This creates stress on the nose gear and shimmy damper.

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.



Oct. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:

100hr/annual completed, however we found a crack/oil leak in the case. Engine was swapped from N62104

N98887:

100hr completed, new main tires, brakes, fuel bowl parts, replaced #2 cylinder

N62104:

N684SP:

25hr oil change

N2806M:

annual completed, new spinner, wheel fairings/pants installed, eddy current wing spar, pilots yoke cover plate repaired, left and right main tires replaced, replaced RH brake linings, overhauled both main struts, overhauled L&R brake master cylinders, carb heat box repairs, completed compass swing and installed new compass card

N4335M:

Engine removed and shipped to PennYan

N1963T:

Annual started, needs stabilator bearings, muffler shroud, wing skin patch. Eddy-current passed.



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Nov. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

Engine run and break-in this week. Old engine shipped to PennYan for overhaul (will be used on N62104)

N98887:

N62104:

Wings completed and shipped back

N684SP:

100hr inspection (~30.5 hours remaining)

N2806M:

50hr oil change and 100hr inspection (~43.7 hours remaining)

N4335M:

Engine removal and shipped to PennYan

N1963T:

Complete annual.

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.

Maintenance Summary:

Summary:

We're making progress. We ran into a few issues with N1963T, which is delaying its return and starting N684SP, but we should have them resolved soon.

Please be sure you use the funnel when adding oil, we've had several recent instances where it appeared we could have a serious leak, and it turned out to be oil running down the inside of the cowl.

N684SP specifically had a trail of oil from the hangar to the edge of the ramp. It was significant enough we pulled the cowl to check any for any issues and thoroughly cleaned the engine.

If the member simply took a few more minutes to use a funnel it would have saved the club money and more importantly time back to work on other aircraft. As well as avoiding the need to take it offline for other members.

N62104: (Offline)

The wings are now in the paint shop, and we expect them back late Nov/Dec.

Prop from 573 now being used on 104, was overhauled and returned from East Coast Propellor.

The engine is also due back in the Feb timeframe.

N4335M: (Offline)

Engine was sent back to PennYan. Prop was overhauled and returned from East Coast Propellor. Engine mount has been removed and will be sent for overhaul along with the oil cooler.

Engine expected back late Feb/Mar.

N684SP:

Will be pulled in soon for 100hr.

Engine swap expected late Jan. This will be a much quicker process than the traditional overhaul. But still estimating 30-45days.

We can't send the engine mount, oil cooler and prop out for overhaul until we take it offline and start the removal.

N2806M:

Oil change completed, and will be in for the 100hr soon.

N1963T: (Offline)

The annual was started and then delayed due to the engine swap on 573.

It has been started back up but we have found several issues the needed addressed. There was a crack in the belly wing skin, the stabilator was removed to replace the bearings and during the inspection we found frayed trim cables. All control and trim cables are being replaced.

We also installed a new pilot window to address the crack in the d-window. And a new upper muffler shroud was required.

The wing spar passed the eddy-current testing.

N96573:

With the unexpected overhaul required for 573, I wanted to share some of the costs. The below summary isn't 100%, there are always odds and ends during the install (scat hose, adel clamps, etc.) but it gives you a pretty good idea.

It also illustrates why we always ask for your help in treating the planes like your own personal aircraft and not simply a rental. The more TLC you can give the longer our fleet will last. And ultimately, keeping maintenance costs down, helps keep our rates low.

Engine Costs (N96573):

Engine O/H: \$33,830.00 + \$300.00 S&H
Engine Mount O/H: \$2343.97 + \$474.27 S&H
Engine Mount Isolators: \$1021.08
Engine Baffling: \$1690.96
Engine Block Heater: \$178.00
Oil Cooler O/H: \$450.00
Prop O/H: \$1450.00
Labor to remove and reinstall: ~\$8000.00
Total: ~\$49,738.28

Leasebacks:

N89549: ~7hrs remaining on the 100hr
N98887: ~31hrs remaining on the 100hr

I'm also working with Jason to add all the similar data to the summary sheet.

Pipers: SAVE THE SEATS!!!

Please **DO NOT**, put your knee in the middle of the seat when boarding!

You should also always take care on how you board and de-board. You never want to jump up onto the wing walk or slam your bags down, etc.

We NEED YOUR HELP!

We always ask that you treat the aircraft like they are your personal planes!

A little extra time cleaning, or getting back out of the aircraft to raise or lower your seat, holding up on the seat adjustment until your close to where you need to be, and keeping the nose light (back pressure on the yoke during taxi).

ALL THESE THINGS GO A LONG WAY IN EXTENDING THE LIFE OF OUR FLEET!

Another key reminder; after startup, **pull the throttle back to 600-800 rpm and lean the mixture!** I still observe members keeping the throttle at 1000-1200 rpm while sitting in the chute.

RUN-UP/Mag Check should be done as close to departure as possible.

When taxiing, reduce the throttle vs. riding the brakes.

DO NOT try to swing in towards the hangars before turning 90 degrees,

When IN DOUBT shut down and move by hand.

And PLEASE check the area around your aircraft after your done refueling. We have now had (3) instances where club members have drug the fuel farm 'ground wire' back to the hangar.

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 **9qts**, 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

October 3rd, 2023

Look for November meeting minutes in January's newsletter

Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., November meeting minutes are approved at the January meeting as there is no December meeting)

CALL TO ORDER

President Keith McPherson called the October 2023 Meeting of the Condor Aero Club at 8:00 p.m.

The President asked Election Officer Jake Vagias to conduct the Election of three officers for a three-year term. Jake Vagias read the nominees for election: Carrie Matvey, Bob Miladinovich, and Chris Vermilya, Jake Vagias asked if there were further nominations from the floor. There were none. He requested the three nominees to state the reason and their qualifications for seeking a board position with the Condor Aero Club. All three addressed the members and guests with their qualifications and reason.

The Election Officer Jake Vagias then asked for a motion to close the nominations. Jason Jodkin moved and Glenn Kaiser seconded, "To close nominations. As all candidates are unopposed, closing nominations will have the effect of electing these candidates. The motion has been adopted, the nominations are closed and the three candidates: Carrie Matvey, Bob Miladinovich, and Chris Vermilya, are elected." - Motion carried unanimously.

MINUTES

Jason Jodkin moved and Chris St Onge seconded, "The Condor Aero Club Regular Minutes of September 2023 are approved." - Motion carried.

READINGS: 1ST Reading - Peter Egan
Madison Golden
Gregory Oldenburg
James Richardson
2nd Reading - Jeffrey Brinkhus
Nathan Collins
Connor Griffin
Joseph Vargo

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of October 1, 2023:

Cash flow for September 2023

Accounts Receivable - (\$86,237.36)

Total Cash Checking Accounts

| | | |
|-------------------------|---|--------------|
| Beginning Balance | - | \$110,643.89 |
| Inflows | - | 55,685.37 |
| Outflows | - | 50,984.14 |
| Net | - | 4,701.23 |
| Balance as of 10/1/2023 | - | 115,345.12 |

First Commonwealth Line of Credit

| | | |
|----------------|---|----------------------------|
| Rate | - | 9.25% |
| Line of Credit | - | 25,000.00 - Balance \$0.00 |

Off field fuel reimbursement as of September 29, 2023: \$6.95

September Outflow highlights:

| | | |
|----------------------------|---|---------------------------|
| Fombell Aviation - | - | \$25,914.65 – Maintenance |
| FCB Sweep Account interest | - | \$349.39 YTD - \$918.30 |

Glen Kaiser moved and Mike Bruce seconded, “The Condor Aero Club September 2023 Treasurer’s Report is accepted as read.” - Motion carried.

Treasurer Bob Miladinovich read the adopted Condor budget for fiscal year 2023-2024. He asked if there were questions and answered many questions about the budget. Membership dues will be \$50.00 higher, Youth and college/military memberships will be \$25.00 more. All 172’s and the Archer will be \$5.00 higher. The adopted budget is attached.

MAINTENANCE REPORT

Director of Maintenance Chip Vignolini reported the maintenance completed in September. Please see the complete report in the Condor Aero Club Newsletter. Chip prepared a 2023 summary of maintenance costs for N96573, N62104, N684SP, N2806M, N4335M, and N1963T. The itemized list of expenses is attached.

PROGRAM

Chris Vermilya presented the “Winter Seminar” program. The program instructs how to handle and protect the aircrafts during the cold months. All in attendance will be given credit for reviewing the features of properly handling the aircraft in cold weather.

President Keith McPherson thanked Chris for presenting the Winter Seminar program.

He thanked Cindy and JP Smith for preparing and serving the good food that all enjoyed.

ADJOURNMENT

Bob Belsterling moved and Kip Sobel seconded, “The October 2023 Meeting of the Condor Aero Club is adjourned.” - Motion carried.