

# Condor AEROGRAM

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Photo Credit: Ben Wright

### Congratulations to the Lewis 'Freedom of Flight' Gift Winners!

The Lewis "Freedom of Flight" Gift was established in 2021 by long-time Condor Aero Club members, Jan and Linda Lewis. Jan has been afforded tremendous opportunities in aviation through his extensive and accomplished career. His and Linda's passion for excellence in aviation is infectious. They established this gift to support aviators with great dreams and strong desires with the ability to reach into the skies.

We'd like to congratulate the following winners of this year's gift!

**Sarah Souders Benjamin Sobel**

Look for these Condor members as they pursue their certificates and additional ratings! Best of luck!



# Leadership Corner

by Keith McPherson

Summer is here!

The weather has been great (maybe a little warm!), and we've been doing a bunch of flying. As we know, summer brings many flying activities like fly-in's, \$100 hamburger flights, and longer days.

Chip's maintenance team is working hard to keep the fleet in the air, while continuing to make progress on the larger projects - more in the Maintenance Corner. Additionally, the NTSB has released 4SP back to us and we continue to work with the insurance company to evaluate our options.

Summer is a great time to fly! Take advantage of the weather while paying attention to storms and density altitude. Enjoy!

## Earning Their Wings!



That first solo... the first checkride... adding ratings... and more, these pilots are celebrating, and we share in their excitement. CONGRATULATIONS!!!

- Roberto Redondo – Instrument Rating – June 19<sup>th</sup>, 2024
- Alan Connor – Advanced Ground Instructor – May 2024

## General Club Meeting

The Condor Aero Club will meet on **Tuesday July 2<sup>nd</sup> at 8pm 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 **7:30pm**, don't miss it!

Condor proudly sponsors the Lewis 'Freedom of Flight' Gift Program! 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!

## 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** – 2024 dues and insurance 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](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



We also learned during our June meeting that you can request light gun signals for practice from the tower. It may not be the best idea to fly into PIT and request the light gun during the morning rush, but head over to BVI or YNG to give both you and the controller a chance to knock off the rust.

Finally, if you do find yourself in a true lost comms situation, remember to squawk 7600 to give ATC a heads up. Of course if you've lost comms due to a complete electrical failure, your transponder will also be offline as well.

Aviation Cheat Codes  
7500 - Fly formation with F-16s  
7600 - ATC Mute Button  
7700 - Priority Landing Anywhere

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.

Scenario: You've lost comms and are preparing to land at a towered airport. Suddenly you see a flashing red and green light coming from the tower. What does this mean? Remember back to your training (or keep a cheat sheet in your flight bag)! Alternating red and green is an advisement to use extreme caution! You are hoping to see a steady green all the way down final but be on the lookout for any of the signals the tower may send.

Also remember that the signals mean different things when taxiing so be sure to brush up on which color means what.

ATC LIGHT GUN SIGNALS FOR AIRCRAFT		
COLOR & TYPE	GROUND	AIR
STEADY GREEN 	Cleared for takeoff	Cleared to land
FLASHING GREEN 	Cleared for taxi	Return for landing (to be followed by steady green)
STEADY RED 	STOP!	Give way to other aircraft and continue circling
FLASHING RED 	Taxi clear of runway in use	Airport unsafe, do not land
FLASHING WHITE 	Return to starting point on airport	N/A
ALTERNATING RED/GREEN 	Exercise extreme caution	

Hi, Jack. I can't talk now. I have an emergency.

## Help Needed – Programs Committee

The Condor Board is looking for volunteers to help us plan and bring fun and informative content to our monthly meetings! If you have ideas for meeting topics or you would like to participate in the planning of our programming, please reach out to Carrie Matvey (412.418-8547). We want to ensure our meetings are informative and worthwhile and would love your input.



## Plane Talk from our Chief Flight Instructor by Chris Vermilya

KPJC, like many non-towered airports, does not have gated access to the field. Therefore, anyone is able to find their way beyond the parking lots into areas of the airport they may not be familiar with. Similarly, this can allow malicious actors the same prohibited access. As pilots, we have a responsibility to be the eyes and ears at our airport. We need to be on the lookout from both a safety and security standpoint. If you see someone looking lost or not aware of the safety hazards, please offer to help them get to where they need to be. If you see something suspicious, call a board member or even the police if needed. Do not put yourself in a dangerous situation, and don't be a hero!

It's cliché, but 'see something, say something'!



## Member Spotlight – Meet Jessica Miladinovich!

What certificates/ratings do you hold?

Commercial ASEL/AMEL, CFII/MEI, High Performance, Complex, High Altitude

How many hours do you have?

1,105

How long have you been flying?

Since 2013, I took my first discovery flight when I was 12 and have been hooked ever since

When did you join Condor?

2013, only a few months after the discovery flight

What prompted you to look skyward?

My dad and brother are both pilots, they've both brought me on flights, and I've always loved flying

What is your favorite part of flying?

The views. I really enjoy flying to new places. Moving to Florida has presented a lot of cool opportunities like flying through the Keys, watching a SpaceX launch from the air, and flying over Disney during their fireworks show.

What is your next aviation goal?

My personal aviation goal would be to get my seaplane rating. My professional goal would be to get through Goodyear's pilot training on the Zeppelin NT (the blimp!)

What is your favorite aircraft?

Piper Seminole

Any words of wisdom to share?

Never stop studying, there's always knowledge that can be improved upon. The FAA is also always updating advisory circulars that will give a lot of really good information.

Jessica also recently accepted a position with Goodyear where she will be flying the Zeppelin NT!



## 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) - \$98
N98887 (C172) - \$133
N96573 (C172) - \$133
N62104 (C172) - \$133
N684SP (C172SP) - \$138
N2806M (P28A) - \$138
N1963T (P28R) - \$145
N4335M (P28B) - \$168

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!

- <Name this month>

NOTE: Membership decision for new students is he/she must have an instructor and the availability of an airplane. A "Waiting List" will be established. Any member desiring to have instruction for an advanced rating will be first. The rated pilots desiring to become Condor Aero Club members will be put on the waiting list.

## Upcoming Events

Mark your calendars for these upcoming aviation events!

- 14WS – Lakewood Lodge Fly-In – June 7<sup>th</sup>-9<sup>th</sup>, 2024
- KLHV – Sentimental Journey Fly-In – June 18<sup>th</sup>-23<sup>rd</sup>, 2024
- I41 – Huntington WV Fly-In Music Festival – July 27<sup>th</sup>, 2024
- Zelenople Park – Condor Summer Picnic – August 3<sup>rd</sup>, 2024
- 1 mi West of 3B1 – 50<sup>th</sup> International Seaplane Fly-In – September 5<sup>th</sup>-8<sup>th</sup>, 2024
- 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](#)

Jun 2024

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 oil change/inspection completed

**N96573:**  
100hr/Annual completed; replaced EGT probe, nose wheel, horizontal stab bolts, RH window spring, and stall horn

**N98887:**  
started Annual

**N62104:**  
engine hung, wings hung

**N684SP:**

**N2806M:**  
100hr/Annual completed: LH fuel tank repair, cabin heat scat tube replaced, (2) panel light bulbs replaced, swapped turn coordinator, LH & RH brake caliper bolts replaced. Turn coordinator was swapped with the overhauled unit and A/P tested.

**N4335M:**  
continued work on instrument panel

**N1963T:**



## This issue

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## Jun Planned Maintenance:

**GPS Databases on all Aircraft:**

**N89549:**  
100hr/Annual

**N96573:**  
100hr/Annual

**N98887:**  
100hr/annual completed

**N62104:**  
complete installation of wings and engine

**N684SP:**

**N2806M:**  
50hr oil change/inspection, right main tire tube replaced

**N4335M:**  
hang the engine, continued work on Avionics.

**N1963T:**  
100hr/annual

## Time Remaining on 100hr/Annual:

N96573 = 0.0

N2806M = 49.0

N1963T = 0.0

N89549 = 0.6

N98887 = 64.8

# 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:

2023 Flight Hours										
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL	
MAY	33.7	76.2	0.0	100.1	92.4	46.0	0.0	58.8	407.2	
JUN	20.2	49.0	0.0	85.9	39.0	39.0	41.8	27.9	302.8	
JUL	32.1	59.5	0.0	36.8	55.9	10.7	34.8	37.7	267.5	
AUG	32.6	72.2	0.0	4.8	89.7	14.4	24.7	36.7	275.1	
SEP	33.9	13.4	0.0	98.6	27.1	39.2	0.0	0.0	212.2	
OCT	31.9	60.1	0.0	34.5	35.5	0.0	0.0	55.4	217.4	
NOV	23.3	62.9	0.0	45.6	65.7	0.0	0.0	51.6	249.1	
DEC	13.6	10.8	0.0	46.5	38.5	13.1	0.0	34.0	156.5	
<b>TOTAL</b>	297.5	584.0	3.9	739.2	541.4	206.4	202.7	427.6	3002.7	

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	Total	Instr	Total	Instr	Total	Instr		
JAN	8.0	2.0	21.9	11.6	0.0	0.0	36.3	24.0	0.0	0.0	6.7	2.2	0.0	0.0	9.0	1.6	81.9	48.8								
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	53.0	25.6	274.8	144.6									
<b>TOTAL</b>	119.7	10.5	158.7	38.7	0.0	0.0	332.7	203.0	161.3	74.1	135.8	16.2	0.0	0.0	193.2	74.7	1101.4	535.7								

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

## Oil Usage:

2023 Oil Used										
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL	
MAY	1.0	2.0	0.0	7.0	8.0	5.0	0.0	5.0	28.0	
JUN	1.5	3.5	0.0	5.5	4.1	4.0	5.0	2.0	25.6	
JUL	1.0	3.5	0.0	3.0	5.5	1.0	4.0	3.8	21.8	
AUG	2.0	4.0	0.0	0.0	11.0	1.0	5.0	2.5	25.5	
SEP	2.0	1.0	0.0	7.5	4.0	3.0	0.0	0.0	17.5	
OCT	1.0	5.0	0.0	3.0	4.0	0.0	0.0	5.8	18.8	
NOV	2.0	4.0	0.0	1.5	8.3	0.0	0.0	5.0	20.8	
DEC	1.0	1.0	0.0	1.0	4.0	0.0	0.0	4.0	11.0	
<b>TOTAL</b>	15.0	33.0	0.0	46.0	57.4	17.0	32.0	37.1	237.5	

2024 Oil Used										
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL	
JAN	0.0	1.0	0.0	2.0	0.0	1.0	0.0	0.0	4.0	
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	
<b>TOTAL</b>	8.0	6.8	0.0	12.0	15.0	12.0	0.0	18.5	72.3	

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 06/06/2024

Aircraft	Current Times				50hr Oil Change								100hr Inspection								Annual					TBO	
	Hobbs	Tach	ACTT	Date	Due	Remaining Hrs	Hobbs	Tach	ACTT	SMOH	Date	Due	Remaining Hrs	Hobbs	Tach	ACTT	SMOH	PTT	Date	Hobbs	Tach	ACTT	C/W Date	Due Date	2000hrs		
N89549	4244.9	1411.3	11411.3	5/6/24 12:00 AM	1378.2	-33.1						1428.2	16.9	3999.7	1328.2	11328.0	1058.2	1058.2	12/14/23	3999.7	1328.2	11328.2	12/14/23	12/14/23			
N684SP	7852.9	700.6	6218.7	5/6/24 10:12 PM	732.7	32.1	7769.9	633.8	6151.9	3454.4	02/20/24	782.7	82.1	7830.4	682.7	6200.8	3501.3	6200.8	12/23/23	7830.4	682.7	6200.8	04/06/24	04/06/25	-1519.2		
N98887	2640.0	836.9	836.9	5/6/24 10:12 PM	793.4	-43.5						843.4	6.5	2252.1	743.4	8403.4	4505.4	4505.4	02/01/24								
N62104	11263.9	1961.0	11961.0	5/6/24 10:12 PM	1982.1	21.1	11221.7	1932.1	11932.1		12/04/22	100.0	-1861.0														
N96573	9056.4	1164.7	13938.3	5/6/24 10:12 PM	1184.9	20.2	8930.5	1077.3	13850.9	145.5	03/12/24	1234.9	70.2	9013.7	1134.9	13908.5	203.1	203.1	04/22/24	8862.1	1029.0	13802.6	02/12/24	02/11/25	1767.1		
N2806M	1764.9	7166.6	7166.6	5/6/24 10:12 PM	7215.4	48.8	1687.9	7105.5	7105.5	2201.40	02/27/24	7265.4	98.8	1763.1	7165.4	7165.4	2261.25	2261.25	05/02/24	1763.1	7165.4	7165.4	05/02/24	05/02/25	-262.5		
N4335M	4832.0	816.6	4381.2	5/6/24 10:12 PM	770.0	-46.6	4803.7	789.6	4339.9	2199.11	07/28/23	820.0	3.4	4730.7	720.0	4284.6	2184.75		06/01/23	4730.7	720.0	4284.57	06/01/23	05/31/24	-225.9		
N1963T	3404.0	9473.8	9473.8	5/6/24 10:12 PM	9429.0	-44.8	3355.7	9432.8	9432.8	2205.30	02/22/24	9479.0	5.2	3291.3	9379.0	9379.0	2151.48	1773.78	12/12/23	3291.3	9379.0	9378.98	12/12/23	12/11/24	-246.3		



## Maintenance Summary:

### Summary:

I'm still receiving several complaints of aircraft being dirty upon arrival.

PLEASE leave yourself sufficient time to clean the aircraft when you return. All leading edges (cowling, wing, struts, and elevator) will need cleaned along with the windshield!

No one wants to take a dirty aircraft or worse yet...clean it twice (pre and post flight).

Please always remember to lean the mixture. This includes immediately after startup. The idle should be reduced to 800rpm, and lean the mixture. This helps minimize plug fouling.

All runups, and mag checks should be done as close to the departure end of the runway as possible to reduce the chances of a plug fouling prior to departure.

Winds, please know your personal limitations and don't push it. If you feel uncomfortable on approach you can always go-around and try it again. And if the next one isn't any better, please divert to another airport and call any board member. We would be happy to help arrange getting the aircraft back to KPJC safely.

Keep in mind, strong crosswinds at KPJC is usually straight down the runway at KBTP.

And keys! Please don't forget to return the keys. We have had several recent instances of single sets of keys in the lockbox.

Everyone, should feel comfortable calling the previous member or reporting it to me, and I'll call they directly to discuss it.

### Time Remaining on 100hr/Annual: (as of 6/4)

N96573 = 0.0  
N2806M = 49.0  
N1963T = 0.0  
N89549 = 0.6  
N98887 = 64.8

Just a reminder, any aircraft that exceeds the 100hr inspection is still airworthy and can be flown, however no training is permitted.

### N62104: (Offline)

Engine is mounted and wings installed!!!

We're wrapping up the baffling and engine accessories, and wing fuel tanks, linkages, etc.

Expected online in July.

### N2806M:

100hr is expired, however we have several members taking the aircraft on long cross countries or personal flights. So we decided to leave it online until we complete 63T.

### N4335M: (Offline)

The engine has returned but we still have a long way to go with the avionics work.

Next steps are to install the engine mount and NLG strut/wheel while continuing work on the avionics. The engine install will be delayed for easier access to the firewall and instrument panel.

Top and bottom cowling completed.



### N684SP: (Offline)

#### N96573:

100hr/Annual completed and is back online. Replaced EGT probe, nose wheel, horizontal stab bolts, and the stall horn.

#### N1963T:

100hr/Annual started. We did run into a snag. Ben discovered belly skin that needed to be repaired and has delayed completion.

### Leasebacks:

#### N98887:

100/Annual completed

#### N89549:

### Oil Consumption:

This is another puzzling issue. We are currently consuming more oil than we are recording in Skymanager.

At a cost of ~\$11.00/qt, we need everyone to record oil used. It's also very valuable in determining any potential problems with the engine.

Please be very careful when adding oil, USE THE FUNNELS!

Anytime there is excessive oil, we **CANNOT** assume someone missed the fill tube. So, we need to pull the cowling, clean the engine, floor, and perform a run-up, and ensure there isn't an engine leak.

This obviously comes with a cost (typically \$300-\$500.00). And in the majority of cases, the root cause was missing the oil fill tube.

### Checklists:

*Please be sure to return the 'checkmate' checklists.* They cost us ~\$20.00 to replace, and are disappearing at a rapid rate.

We have considered tethering them to the panel but feel this shouldn't be necessary and definitely not ideal for pilots and instructors.

## REMINDERS:

### OIL:

#### N89549 & N98887:

Use **Aeroshell 100**, 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

### Oil Heaters:

Starting 4/1, please do not plug in the engine block heaters. Temps should be warm enough going forward that they're no longer needed

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

Call, Text, or Email

(412)215-1225

[chipvig@gmail.com](mailto:chipvig@gmail.com)

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

Look for April and May 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., May meeting minutes are approved at the June meeting)*