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Photo Credit: Chris Vermilya

Total Solar Eclipse – Once in a Lifetime!

“A total solar eclipse only occurs in the same location every 375 years.” ... and it's coming our way! On April 8th, the path of totality will cross over Cleveland, OH and Erie, PA. If ever there was a time to see a total solar eclipse, this just may be it for those of us in western PA. There is a lot of information out there but the AOPA has collected information on many watch parties that have been planned for airports across the path of totality.

AOPA contacted the nearly 400 airports in the path of the April eclipse and found many have planned events, and many are offering camping, discounts on avgas, and deals on those all-important eclipse glasses. Check AOPA's airport directory event listings for activities on that date, or add ones if we missed them in our search. The eclipse passes through central Mexico in the morning, crossing over the Texas border at around 12:30 CDT. So, starting in the early hours of the eclipse in the United States, and extending to the longest time in the path of totality...

Several airlines are also offering commercial flights that will follow the path of totality. This may be a way to go to ensure an overcast day doesn't ruin your plans. If you plan to fly privately during the eclipse within the path of totality, think through the changes you can expect in both daylight but also temperatures. If the weather permits, this would be an amazing opportunity! Grab a few fellow members and plan the trip!

<https://www.aopa.org/news-and-media/all-news/2024/april/pilot/first-look-once-in-a-lifetime>

Location	Partial Begins	Totally Begins	Maximum	Totally Ends	Partial Ends
Dallas, Texas	12:23 p.m. CDT	1:40 p.m. CDT	1:42 p.m. CDT	1:44 p.m. CDT	3:02 p.m. CDT
Idabel, Oklahoma	12:28 p.m. CDT	1:45 p.m. CDT	1:47 p.m. CDT	1:49 p.m. CDT	3:06 p.m. CDT
Little Rock, Arkansas	12:33 p.m. CDT	1:51 p.m. CDT	1:52 p.m. CDT	1:54 p.m. CDT	3:11 p.m. CDT
Poplar Bluff, Missouri	12:39 p.m. CDT	1:56 p.m. CDT	1:56 p.m. CDT	2:00 p.m. CDT	3:15 p.m. CDT
Paducah, Kentucky	12:42 p.m. CDT	2:00 p.m. CDT	2:01 p.m. CDT	2:02 p.m. CDT	3:18 p.m. CDT
Carbondale, Illinois	12:42 p.m. CDT	1:59 p.m. CDT	2:01 p.m. CDT	2:03 p.m. CDT	3:18 p.m. CDT
Evansville, Indiana	12:45 p.m. CDT	2:02 p.m. CDT	2:04 p.m. CDT	2:05 p.m. CDT	3:20 p.m. CDT
Cleveland, Ohio	1:59 p.m. EDT	3:13 p.m. EDT	3:15 p.m. EDT	3:17 p.m. EDT	4:29 p.m. EDT
Erie, Pennsylvania	2:02 p.m. EDT	3:16 p.m. EDT	3:18 p.m. EDT	3:20 p.m. EDT	4:30 p.m. EDT
Buffalo, New York	2:04 p.m. EDT	3:18 p.m. EDT	3:20 p.m. EDT	3:22 p.m. EDT	4:32 p.m. EDT
Burlington, Vermont	2:14 p.m. EDT	3:26 p.m. EDT	3:27 p.m. EDT	3:29 p.m. EDT	4:37 p.m. EDT
Lancaster, New Hampshire	2:16 p.m. EDT	3:27 p.m. EDT	3:29 p.m. EDT	3:30 p.m. EDT	4:38 p.m. EDT
Caribou, Maine	2:22 p.m. EDT	3:32 p.m. EDT	3:33 p.m. EDT	3:34 p.m. EDT	4:40 p.m. EDT



President's Corner

by Keith McPherson

Please look for comments from Keith in future Aerograms.



Earning Their Wings!



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

- Judy Volkar – Airplane Single Engine Sea – March 2024
- Hyrum Wright – Advanced Ground Instructor – February 23rd, 2024
- Chris Miladinovich – Commercial AMEL – February 20th, 2024
- Ryan Beck – First Solo – February 6th, 2024

General Club Meeting

The Condor Aero Club will meet on **Tuesday April 2nd 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 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 – 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
<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.

We all know left-hand patterns are the default for airports and runways but we can't let expectation bias get the better of us when flying into a new airport. Make sure to check the various sources to know if any runway has a defined a right-hand pattern!

Just this past week while vacationing in Georgia, I took an afternoon to go visit the local airport (because why not!) While there, I enjoyed some hangar talk with a few local pilots and while we were enjoying the beautiful weather, a visiting pilot made all the correct calls, entered and flew a textbook left-hand pattern, and buttered the landing. Too bad 09J has a right-hand pattern defined for runway 18! The locals were very

nice, but did remind the pilot to check the charts and A/FD. They were of course correct, and the pilot admitted to making the assumption that both runways used the default left-hand pattern.

Make sure to check your sectional charts and A/FD!



TRAFFIC PATTERN

Rwy 18 Right Traffic

JEKYLL ISLAND (09J) 6 SE UTC-5(-4DT) N31°04.47' W81°25.67'
11 B NOTAM FILE MCN
RWY 18-36: H3715X75 (ASPH) S-20 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 20'. Rgt ttc.
RWY 36: PAPI(P2L)—GA 3.25° TCH 22'. Trees.

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.

IDEAS
WANTED



Plane Talk from our Chief Flight Instructor by Chris Vermilya

Warmer weather is coming! Now is about the time when I start to really get antsy and look for more excuses to fly. Things are starting to warm up, we have at least a few sunny days, and the days are longer again. But it can be hard to find a time to get away and line up both plane availability and weather windows. The best option I've found is to pair up with another member and go enjoy an impromptu flight. Pick a destination and make it happen! Whether a mission to grab breakfast or lunch, a sight-seeing tour of Niagara Falls, or even just going to land a new airport, the flight is made better with friends.

There is always something to learn from a fellow pilot! Each of us has a different flying style and approach to planning and executing a flight. I find it very rewarding to see how others handle the various aspects of the trip and there's always something I can take with me to become a better pilot.

Reach out to someone you've wanted to get to know and split the cost of a flight! You can always look up other Condor members on the Roster tab in SkyManager. Go fly!

Member Spotlight – Meet Chris Wohlgemuth!

What certificates/ratings do you hold?

ATP with A-320 and CL-65 (CRJ) type ratings, Gold Seal CFI/CFII/MEI, AGI/IGI, and remote pilot. The initial CFI was the hardest check ride of them all!

How many hours do you have?

Over 5700 hours.

How long have you been flying?

14 years. My first flight lesson was in August 2009 at the Beaver County Airport.

When did you join Condor?

May 2022.

What prompted you to look skyward?

My mother was a flight attendant for Northwest, so I got to fly with her pass travel benefits a lot to visit family in Kansas City and South Korea growing up. I knew I wanted to work in the airlines, but it wasn't until a friend gave me his copy of Microsoft Flight Simulator 2000 that I discovered being at the controls was where I wanted to be!

What is your favorite part of flying?

Landings are the most fun and challenging, but I also enjoy simply skimming through the tops of a cloud layer or flying along the river valleys during golden hour.

What is your next aviation goal?

A glider rating or seaplane add-on would be fun! On the Part 121 side, I'd like to fly the 757 next.

What is your favorite aircraft?

My favorite plane to fly in the club right now is the Piper Arrow. The Airbus A321 is my favorite at work, but I still have a soft spot for my first jet, the Bombardier CRJ-900.

Any words of wisdom to share?

Complacency kills. Stay in the books, take a flight out to the practice area to practice maneuvers every once in awhile, and when you need a new challenge, go up with a CFI and learn something new!



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:
\$6.10/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!

- Roger Jones
- Robert Pribish

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!

- 56WV – Cheat River Fly-in – May 11th, 2024
- VG16 – 4th Annual Flying Horseman Ranch Fly-in – May 19th, 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](#)

Mar 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.



Feb Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:

100hr/annual inspection completed. Rebuilt nose strut, replaced LH and RH main tires, brake linings, disks, replaced sheared rivet on RH inboard flap track bracket, replaced LH elevator bushing/bearings

N98887:

100hr/annual inspection completed. radio work, removed, cleaned and reinstalled audio panel. Mag issue, replaced bad plugs

N62104:

N684SP:

50hr oil change completed, serviced drained battery

N2806M:

50hr oil change completed.

N4335M:

N1963T:

50hr oil change completed, replaced left wing tank sump drain

This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Mar Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

50hr oil change/inspection

N98887:

complete annual

N62104:

install wings and engine mount. Oil Cooler and engine mount returned with no major repairs needed.

N684SP:

100hr/annual, need to pull the AP and send to AP Central

N2806M:

100hr/annual

N4335M:

engine mount/firewall, and instrument panel work. Oil cooler and engine mount returned. The engine mount had severe corrosion and all tubing had to be replaced.

N1963T:

100hr/annual

Maintenance Summary:

Summary:

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.

Our flying has remained sporadic due to some strange weather to start the year. There was very little maintenance completed in Mar, and unfortunately several aircraft will be coming due at the same time.

We're hoping the completion intervals for 100hr inspections will continue to improve but we still need to plan for 5-7days.

At the time of reading this, N684SP will be in the shop for 100hr. I expect N96573 will be next (~4/8-4/14), and finally N2806M forecasted for 4/15-4/21.

Time Remaining on 100hr/Annual:

N684SP = -4.7
N96573 = 20.3
N2806M = 24.2
N1963T = 30.5
N89549 = 41.1
N98887 = 51.1

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 due back end of April.

Work is continuing and we would like to have the airframe ready prior to the engine returning.

The engine mount has been installed, and we will be installing the wings in the next couple weeks.

We decided to move the engine monitor originally planned for 104 to 35M. This was done as a cost savings measure. The features and functionality will be more useful for a 6-cylinder engine w/constant speed prop and it will give us an opportunity to gain experience before placing them in our training aircraft.

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.

N2806M:

Nothing new to report on the aircraft.

However, a huge shout out to **John Mueller** and **JR Vickerman** for spending a Saturday to replace the hangar door cabling and adjusting the travel on the locks.

Works great!!! THANK YOU!

N684SP:

Completed a 50hr and serviced a drained battery. 4SP can be one of our most challenging aircraft to start. It's very easy to fuel flood it.

Please be sure to read the cold and hot starting procedures and be ready to hit the start key after priming.

One thing to keep in mind, when hot starting, it may take a few extra cranking cycles, don't panic and prime again, this will only make things worse.

We occasionally still see the right fuel gauge spike then return to normal levels. Instead of just replacing the existing gauge, we decided to order a new magnetic/digital system. Which is supposed to be more reliable and not be plagued with the same rheostat corrosion issues of the original fuel sending units.

We are also aware of the 'auto-pilot' issues, and our plan is to remove the 'AP Control Unit' during the next scheduled maintenance and send it off to Autopilots Central for Overhaul/Inspection.

N96573:

100hr/Annual completed, and quite a bit of work was required. 573 is the workhorse of our training fleet at the moment, please be gentle. Heels on the floor during landing, avoid 'over-braking', give the airplane time to slow down and exit at the next taxiway if necessary.

Interestingly, we did find a broken rivet on the flap roller track bracket. *So just a friendly reminder to be aware of your airspeed prior to deploying flaps!*

We do have an aging fleet and need to avoid overstressing control surfaces whenever possible.

Leasebacks:

N98887:

100hr completed. We have had several reported of intermittent weak radios, both COM1&2. This has been a very difficult problem isolate. During the 100hr, Jason removed the audio panel, cleaned and reinstalled. And will continue to monitor.

He also found a few bad plugs which contributed to the mag drop. They have been replaced along with the Mag.

Oil Consumption:

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

At a cost of ~\$12.00/qt, we need everyone to record oil used. It's also very valuable in determining any potential problems with the engine.

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 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

Would you report this before flying?



YOU SHOULD!

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

February 6th, 2024

Look for March 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., March meeting minutes are approved at the April meeting)*

CALL TO ORDER

Vice President Chris Miladinovich called the February Meeting of the Condor Aero Club to order at 8:00. Chris requested the visitors and guests to stand and introduce themselves. He thanked Cindy and JP Smith for the delicious food for the social time.

MINUTES

Larry Schaefer moved and Bob Belsterling seconded, "The January Minutes of the Condor Aero Club are approved."
- Motion carried.

READINGS:	1 ST Reading	-	Jonathan Hall
		-	Loran Hickton, Jr
		-	Andrew Strat
		-	Joseph Williams
	2 nd Reading	-	Roger Jones
		-	Robert Pribish

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of 2/1/2024:

Cash flow for January 2024 (Cash basis)

Accounts Receivable	-	-\$85,835.26
Total cash checking accounts:		
Beginning balance	-	101,472.66
Inflows	-	38,558.08
Outflows	-	33,024.26
Net	-	5,533.82
Balance as of 2/1/2024	-	\$107,006.48

First Commonwealth Line of Credit

Rate	-	9.50%
Line of Credit	-	Line: \$25,000.00
		Balance: \$0.00

Off Field fuel reimbursement as of December 23, 2023: \$6.10

December Outflow highlights:

Fombell Aviation	-	\$19,598.34 for Maintenance
American Express	-	\$6,359.63 for fuel
FCB Sweep Account interest	-	\$299.61 YTD \$299.61

Kip Sobel moved and Chris St. Onge seconded, "The Condor Aero Club Treasurer's Report for January 2024 is accepted as read." - Motion carried

MAINTENANCE

Director of Maintenance Chip Vignolini reported the completed and pending maintenance for the month of January. Please see the attached Maintenance Report. The Maintenance Report is available in the Condor Newsletter also. Chip was thanked for his work with the Condor fleet of aircraft.

LEWIS SCHOLARSHIP - The Lewis Scholarship awards are classified 501C7 and therefore not tax deductible. The monetary awards must be presented as a non-taxable "Gift Program." The program will be changed to a Gift Program."

PROGRAM

Connected Health Program representatives presented information for students, airmen, private and commercial pilots regarding FAA physicals at Connected Health. Their AMEs work within the system to keep pilots cleared to fly. The program was very helpful for pilots needing his/her medical renewed.

ADJOURNMENT

Glenn Kaiser moved, and Jason Jodkin seconded, "The February 2024 Meeting of the Condor Aero Club is adjourned." - Motion carried.