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Photo Credit: Bob Miladinovich

N684SP Repairs Underway

On Saturday August 10th, N684SP left PJC for the first leg of its journey towards repair. Plane Care disassembled and loaded up our wounded bird and left us an empty hangar. We look forward to seeing her flying again and we will continue to monitor the progress. Below are a few highlights around the work that is being done.

- The left wing has been ordered and will be delivered to Plane Care
- The overhauled engine from Penn Yan is slated for delivery to Plane Care at the end of October
- All other repairs will be done by Plane Care in house
- Plane Care still estimates delivery of N684SP back to us in roughly 4 months

As with all maintenance processes, there is always the possibility of finding unexpected issues but we're hopeful things will go smoothly and we'll continue to have good news to report.

If there are any questions on the repairs, please bring them to the monthly meeting and the board will do their best to provide answers.



Board Elections Occur in October – Nominations Open September 3rd

It's time for our annual elections! Each year three board positions are up for re-election. Nominations will open at our general meeting on September 3rd with elections occurring at the general meeting on October 1st. If you know of a qualified and interested candidate, please provide your nomination!



Leadership Corner

by Keith McPherson

Hi everyone, we've really gotten to enjoy some fantastic flying weather this past month, and I hope everyone has been able to take advantage of the last days of summer! It was great seeing many of you at the annual picnic. Special thanks go out to Carrie and all those who worked so hard to make this year's picnic a huge success.

Also, Plane Care (the Repair Station) picked up 4SP, and is currently working on the airframe repairs while Penn Yan Aero is building up the engine. We also expect 104 to be flying in September, and work is continuing on 35M. Once again, we greatly appreciate everyone's patience.

Lastly, during the September meeting, we will open nominations for the three (3) Board positions that are up for re-election, with the election to be held at the October meeting. If you or someone you know is interested in volunteering their knowledge and time to help steer the Club forward, please let a Board member know and/or nominate him/her at the September meeting.

Fly Often, Fly Safely, 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!!!

- Jonathan Hall – Private Pilot ASEL – August 23rd, 2024
- Casey Matvey – Private Pilot ASEL – July 30th, 2024 (see more on page 3!)
- Roberto Redondo – Instrument Rating – June 19th, 2024

General Club Meeting

The Condor Aero Club will meet on **Tuesday September 3rd 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!

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 due by 12/31! 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

Condor Board

President

Keith McPherson
(412) 853-3792
keithmac89a@gmail.com

Vice-President

Chris Miladinovich
(412) 225-4331
cmiladinovich@condoraero.com

Secretary

Dorothy Meeder
(724) 776-1475
cmeeder@zoominternet.net

Treasurer

Bob Miladinovich
(412) 225-4332
gmladinovich@comcast.net

Chief Pilot/Programs

Carrie Matvey
(412) 418-8547
kcmatvey@hotmail.com

Membership

Greg Jarosz
(412) 606-1437
jaroszjz@gmail.com

Maintenance

Chip Vignolini
(412) 215-1225
chipvig@gmail.com

Safety/Communications

Alan Connor
(412) 969-3820
adcst12@gmail.com

Chief CFI

Chris Vermilya
(412) 627-3261
vermilyacd1@gmail.com

Condor Instructors

Chief Flight Instructor

Chris Vermilya
412.627.3261
vermilyacd1@gmail.com

Cheyenne Caporosso

724.544.8331
cheyseik@gmail.com

Tim DePaolis

724.650.6896
depaolistimothy@gmail.com

Mike Finke

217.621.0599
mcfinke@att.net

Ron Flinger

724.865.9345
skyking8g7@gmail.com

Brian Garland

724.825.2935
beardoo@msn.com

Greg Jarosz

412.606.1437
jaroszjz@gmail.com

Matthew Lambert

304.319.1680
Matthewrlambert@yahoo.com

Joe Larsen

603.686.1490
josepholarsen@gmail.com

Carrie Matvey

412.418-8547
kcmatvey@hotmail.com

Keith McPherson

(412) 853-3792
keithmac89a@gmail.com

Jessica Miladinovich

(724) 261-8307
jessicarosemiladinovich@gmail.com

Christine St. Onge

724.935.3011
chrisc17b@aol.com

Jake Vagias

724.368.3659
jkpav@zoominternet.net

JR Vickerman

724.321.7697
velo-one@outlook.com

Tim Weber

412.600.6714
mugseybt39@hotmail.com

Chris Wohlgemuth

724.759.3166
chriswohlgemuth@gmail.com

Brandon Wood

724.986.5721
brandwood429@gmail.com

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're celebrating our new pilots!! One pilot in particular reached his goal with the help of the Lewis 'Freedom of Flight' Gift program, the first pilot to complete a rating through the program! Join us in congratulating our new pilot and sharing the joy of sharing aviation.

On behalf of myself and my late wife Linda, it is an honor and pleasure to extend our sincerest congratulations to **Casey Matvey** on earning his Private Pilot's Certificate on July 30th, 2024! Casey was the very first recipient of the Lewis Freedom of Flight Awards of 2022, and the first to earn his Private Pilot's Certificate under this program. It was an honor for me to be there for his first solo, and for the

completion of his checkride, and I am sure Linda was smiling down on him on both of those days also.

Casey is now in the process of earning his Instrument rating and moving forward toward his goal of being a Flight Instructor in the near future. I am sure that Carrie is certainly a very proud mom also. I know that she was definitely more nervous than Casey on that day, but she survived the excitement and all of the nail biting!

Again, congratulations and best wishes Casey, and many fun and exciting years of aviation be in your future. The sky is the limit my friend!

-Jan Lewis



Plane Talk from our Chief Flight Instructor

by Chris Vermilya

Quick reminder for both our certified pilots as well as our students! If the aircraft you have reserved is beyond its 100hr/annual inspection, it CANNOT be flown for instruction. If the flight you have planned will result in any dual received in your logbook, the aircraft must be within the 100hr window. The responsibility of confirming the status of this inspection falls on both the student and the instructor, please be sure to check the status before your flight! You can easily see the number of hours remaining until the 100hr/annual inspection is due by using the following steps:

1. Click the name of the aircraft in the schedule
2. Look at the table at the bottom of the screen for the 100 Hour entry

Latest Tach: 1438.2 Latest Hobbs: 9432.9 TTAF: 14211.8

	Exp. Date	Days Remaining	Exp. Hour	Hours Remaining	Req. for Dispatch
edit 100 Hour			1437.9 Tach	NOW DUE	No

Member Spotlight – Meet Emily Wu!

What certificates/ratings do you hold?

I hold a PPL certificate, and I am currently pursuing my IFR training.

How many hours do you have?

I have accumulated approximately 140 hours of flight time.

How long have you been flying?

I've been flying for 3 years now!

When did you join Condor?

I joined Condor in August 2021, just one month after taking my discovery flight. It was an exciting start to my aviation journey!

What prompted you to look skyward?

When I moved to the USA from Taiwan to study Robotics three years ago, I began exploring activities that were more accessible in the States. Aviation caught my attention, and I started my journey!

What is your favorite part of flying?

I love having the chance to look at landscapes from different perspectives – the aerial view is breathtaking! The freedom of being in the vast sky is exhilarating.

What is your next aviation goal?

I hope to obtain my IFR rating soon and plan a weekend-long trip to witness the stunning fall foliage from up high.

What is your favorite aircraft?

My go-to aircraft is the Cessna 172 Skyhawk – it's technically the only one I know how to fly, but I enjoy it immensely!

Any words of wisdom to share?

When you're unsure about landing, always remember that you have a second chance – don't hesitate to go around! Safety first, and never stop.



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!

- *Look for new members in the coming weeks!*

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!

- 1 mi West of 3B1 – 50th International Seaplane Fly-In – September 5th-8th, 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](#)

Aug 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.



Jul Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:

100hr/Annual completed, replaced clock w/new including a USB charger, and installed a USB charger on the 'co-pilot' side. Replaced torn carb heat scat tubing and fuel leak was due to 'over-priming'. 50hr oil change/inspection also completed.

N98887:

100hr/Annual completed

N62104:

N684SP:

N2806M:

50hr oil change/inspection completed, right main tire tube replaced, co-pilot jacks fixed.

N4335M:

continued work on instrument panel

N1963T:

100hr/Annual Completed, Multiple Gear in-transit alarms (first was a 'up' micro limit switch on left main, then we had a hydraulic pump failure/replaced with overhauled unit, finally had to adjust the 'down' micro limit switch.)



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Aug Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

100hr/Annual

N98887:

N62104:

finish up wing control surfaces, ground run, and test flights

N684SP:

N2806M:

100hr/Annual

N4335M:

hang the engine, continued work on Avionics.

N1963T:

50hr oil change/inspection

Time Remaining on 100hr/Annual: (As of 8/13)

N96573 = 33.0

N2806M = 0.0

N1963T = 73.8

N89549 = 38.8

N98887 = 78.7

EYE ON IT

Reminders:

Keep the 'chute' clear for returning aircraft.

Continue Using:

Cowl plugs! We have several birds and insects in the hangars, and its 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:

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
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
TOTAL	297.5	584.0	3.9	739.2	541.4	206.4	202.7	427.6	3002.7

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
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	0.0	53.0	25.6	274.8	144.6
JUN	47.0	4.5	0.0	0.0	0.0	0.0	99.1	44.2	64.3	29.8	17.0	0.0	0.0	0.0	80.9	40.8	308.3	159.4
JUL	28.2	10.3	0.0	0.0	0.0	0.0	106.8	49.3	40.8	14.4	26.4	9.8	0.0	0.0	58.3	5.5	260.5	142.1
TOTAL	194.9	25.3	158.7	38.7	0.0	0.0	538.6	296.5	266.4	118.3	179.2	26.0	0.0	0.0	332.4	121.0	1670.2	837.2

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

Oil Usage:

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
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
TOTAL	15.0	33.0	0.0	46.0	57.4	17.0	32.0	37.1	237.5

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
JUN	5.0	0.0	0.0	2.0	5.0	3.0	0.0	7.0	22.0
JUL	1.0	0.0	0.0	5.0	3.0	1.5	0.0	6.0	16.5
TOTAL	14.0	6.8	0.0	19.0	23.0	16.5	0.0	31.5	110.8

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

Maintenance Summary:

Summary:

Couple issues that came up since last month: over-priming on startup (we've had several recent issues with N96573) and 'keeping the aircraft clean'.

Over-priming. It's important to understand how the fuel system works, specifically primer pump and throttle transitions.

Primer: The primer pumps fuel directly into the intake manifold or valve chamber.

1. Pull the primer knob: Slowly pull the knob out to fill the primer with fuel from the fuel sump.
2. Push the primer knob: Slowly push the knob in to force fuel through the fuel lines and nozzles. The nozzles create a fine mist that's injected directly into the engine cylinders or induction manifold.
3. Lock the primer: Push the knob in all the way and rotate it a quarter turn to lock it. You can confirm it's locked by pulling on it to make sure it doesn't move. If the primer is left open, the engine may run roughly after starting.

Throttle: The throttle will force the carburetor's accelerator pump to squirt raw fuel into the induction system plenum.

If you're using both primer pump, and then advancing the throttle you can quickly create an 'over-fueling/flooded' condition making the engine difficult to start.

Signs of this are; strong fuel smell in the cabin, fuel on the ground, and blue staining on the airbox. Over cranking will result in excessive wear on the starting and battery, ultimately killing the battery.

Please always refer to the POH/Check List for the aircraft you're operating for correct starting procedures which do vary for either a hot or cold engine.

Cleaning Interior and Exterior:

I talk about this in every newsletter and in-person, but we don't seem to be making much progress.

You wouldn't believe the stuff we find during the 100hr/annual (i.e. food wrappers, FOOD, empty bottles, etc.) unfortunately never wads of cash!

These are your aircraft, please help keep them clean. Similar to your car, if you take someone on a plane ride, you don't want to be embarrassed by the condition of the interior.

Similar feedback for the exterior: Clean the bugs off all leading edges, and the underside of the flaps. It's amazing how many bugs you can kill with full flaps close to the ground!



N62104: (Offline)

Missed our forecast, but making great progress. The pitot/static tests have passed, interior is almost complete, leaving only the cowling fitting, and ground runs.



N2806M:

100hr/annual completed.

N4335M: (Offline)

Targeting Oct/Nov return to service.

N684SP: (Offline)

Transported to Plane Care for repairs.

N96573:

100hr/Annual completed, replaced clock w/new including a USB charger, and installed a USB charger on the 'co-pilot' side. Replaced torn carb heat scat tubing and fuel leak was due to 'over-priming'. 50hr oil change/inspection also completed.

N1963T:

100hr/Annual Completed, Multiple Gear in-transit alarms (first was a 'down' micro limit switch on left main, then we had a hydraulic pump failure/replaced with overhauled unit, finally had to adjust the 'up' micro limit switch.)

Leasebacks:

N98887:

100/Annual completed

N89549:

Oil Reminder:

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.

Time Remaining on 100hr/Annual: (as of 8/28)

N96573 = 0.0
N2806M = 96.3
N1963T = 54.5
N89549 = 28.0
N98887 = 57.2

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

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

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

Look for July meeting minutes in September's newsletter

Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., July meeting minutes are approved at the September meeting, there was no August meeting)