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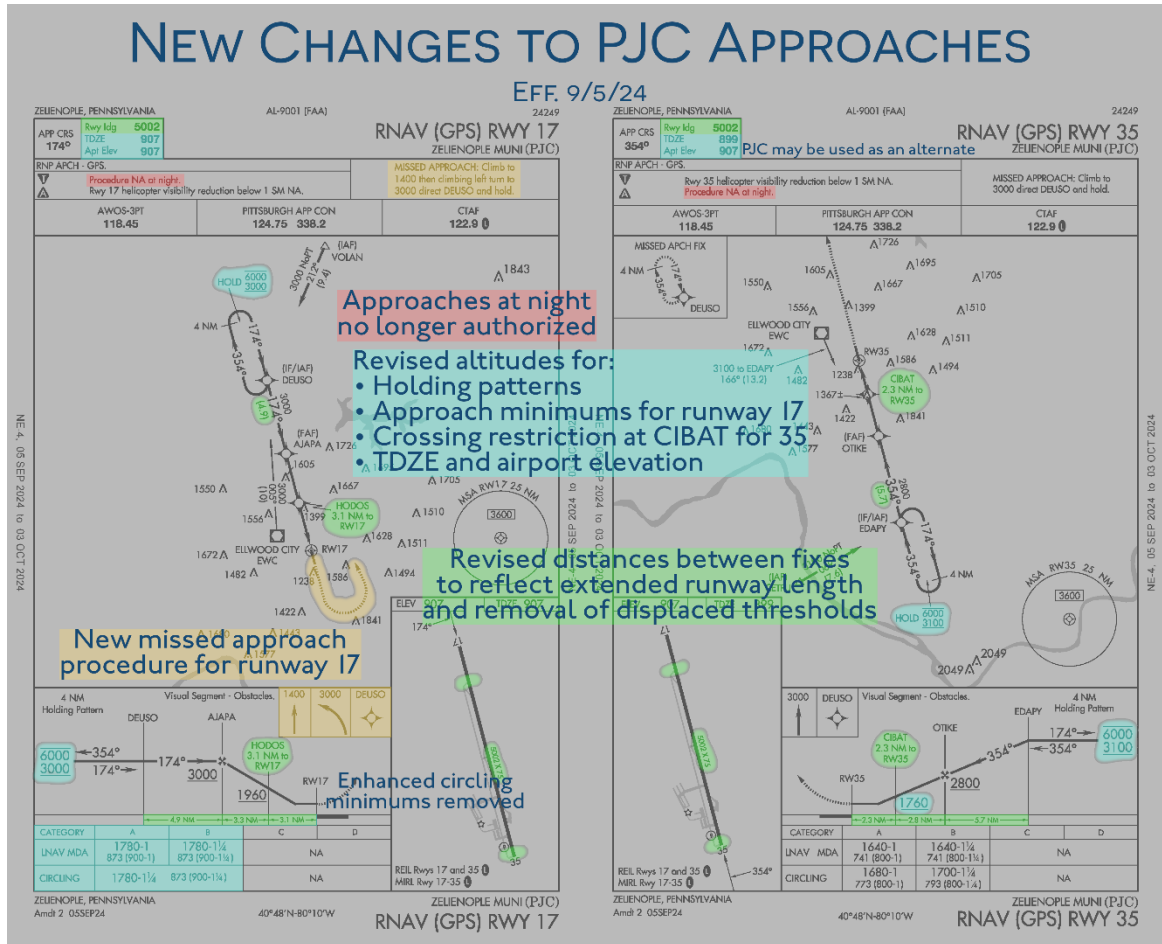
FAA Updates PJC Approaches

Effective September 5th, the FAA has updated both the RNAV GPS approaches for runways 35 and 17 at Zeligonole. There are significant changes that instrument pilots need to be aware of! Most notably, neither approach is authorized at night and the minimums have been raised. This change has a large impact to PJC traffic during IMC, please be aware and update your charts! It is very easy to become complacent and assume you are familiar with approaches at your home airport but don't be caught in a bad situation due to that complacency.

On a positive note, VMC landings are now permitted to both runways at night! This is a long-awaited change for our VFR pilots. Those who have been up to the airport recently will also notice the PAPIs are also back in service.

Change is inevitable but please always check charts and NOTAMs!

Special thanks to Chris Wohlgenuth for preparing the below image highlighting the changes to our approaches! This is a fantastic guide on what has been changed!



Board Elections Occur in October & Winter Seminar

It's time for our annual elections! Each year three board positions are up for re-election. Elections will occur at the general meeting on October 1st. You must be present to vote so please plan to attend!

Also, we will be reviewing the Winter Flying Seminar. This is required to fly from November-March. Those who attend the meeting will receive credit for this requirement.



Leadership Corner

by Keith McPherson

Welcome to fall! We've had a great summer, filled with lots of good flying weather and the seasonal fly-ins, airshows, etc. As we transition to cooler temperatures, we can get some relief from the high Density Altitude days and enjoy the brisker fall flying weather.

Fall also brings with it earlier sunsets and eventually losing the daylight hour. This is a great time to get with an instructor and work on your night currency in case it has lapsed over the summer. The Runway 17 closure sunset to sunrise has been lifted, so we no longer have worry about using RWY-17 into the evening. However, our Instrument Approaches are temporarily "NA" (Not Authorized) at night. Chris Vermilya, our Chief CFI, will review this at the October meeting.

Speaking of the October meeting, we have a packed agenda. In addition to normal Club business, we will be holding our Annual Election, as well as conducting the Winter Safety Seminar – needed to fly between November and March. Please mark your calendars – we hope to see you October 1st!

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

General Club Meeting

The Condor Aero Club will meet on **Tuesday October 1st 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! **October is also election month! You must be present to vote!**

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 – 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

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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.

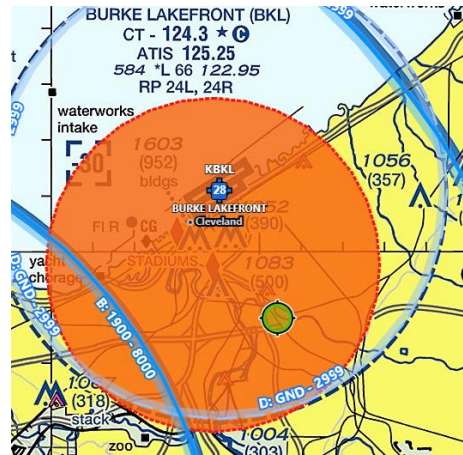
TFRs – Temporary Flight Restrictions – are taught to all pilots very early on in training. There are a lot of rules around these areas but as an easy tip, we're told to just avoid them. There are several ways to negotiate access to the protected area but that is a topic for another article.

Today, we want to highlight the fact that not all TFRs can be found from official outlets or briefers! News to you? Crazy! Generally speaking, TFRs related to major sporting events are NOT included in official FAA briefings received from 1-800-WX-BRIEF, either on-line or by telephone.

So where can information be found for these major sporting event TFRs be found? According to Leidos, their briefers do not include these TFRs unless specifically requested because they are considered "published" by FAA in the form of FDC 0/0337, issued in January 2020. Some briefers use other sources like skyvector.com, which is not an official briefing source, to look for these TFRs when requested as the official FAA sites do not show them.

Electronic Flight Bags (EFBs) like Foreflight and Garmin Pilot generally pull all sources of information and make it available, but make sure to gather all the data can during your preflight planning.

The left image below is from Foreflight showing the active TFR over Cleveland for the baseball game while the image on the right from the FAA does not show this same TFR.



Plane Talk from our Chief Flight Instructor

by Chris Vermilya

Happy Fall! This is my favorite time of year, with football, cooler weather, fires, and spectacular sunsets, it doesn't get much better. I also love taking friends flying to see the beautiful colors, visiting family and friends in other states, and getting some good night flying in as well. I often rely on using the loaner headsets that lived in the Condor lounge to make the flight enjoyable for all... unfortunately, those headsets have been missing for some time. As a board, we are often asked if the club can provide loaner headsets for our friends and family to use while joining us in the air. Unfortunately, the answer will continue to be no as they tend to walk away. Like the sets we enjoyed only a few months ago, they are either misplaced and not returned, or simply stolen. While we don't like to assume the latter, it's a tough situation to face when the headsets go unreturned even after messages are sent to our membership asking for their return.

Please think of your fellow members and return club items if you have them at home! This goes for checklists too... we say it jokingly, but we're close to securing the checklists to the aircraft with safety wire...

Member Spotlight – Meet Dan Cox!

What certificates/ratings do you hold?

Private Pilot, SEL w/ complex & high performance.

How many hours do you have?

I'm currently at 334.3 hours.

How long have you been flying?

Since February, 9, 2020 (first lesson), though technically I was hands on in N1963T over Lake Arthur for a few minutes back in 2007 as a birthday gift.

When did you join Condor?

January 2020. Fun fact, I met my instructor (JR Vickerman) on Jason's couch at the November 2019 meeting when I visited for the first time.

What prompted you to look skyward?

I have always loved aviation, and almost went to school for avionics out of high school, but life took me another direction. It was my son who motivated me to start training when he took an interest in aviation during the summer of 2019.

What is your favorite part of flying?

The freedom it provides, along with the opportunity to enjoy it with my family. We have taken a number of trips, including a flight to KFFL last summer.

What is your next aviation goal?

To get back on training for my IFR rating... Can't go too far with-out it!

What is your favorite aircraft?

To fly? Our Piper Dakota PA-28-236: N4335M – I love the range and useful load it provides. – My dream... To fly in an F-16 :)

Any words of wisdom to share?

For our students and new pilots: Talk to ATC whenever you can; fly into towered fields, get flight following, and even just listen to your area's approach frequency when you are flying local. Get comfortable with talking to them, they are there to help you.



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) - \$110
N98887 (C172) - \$145
N96573 (C172) - \$145
N62104 (C172) - \$145
N684SP (C172SP) - \$150
N2806M (P28A) - \$150
N1963T (P28R) - \$165
N4335M (P28B) - \$175

Off field fuel reimbursement:
\$6.20/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!

- Christopher Conrad
- Dalton McElhaney

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!

- 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](#)

Sep 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.



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Aug Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N96573:

50hr oil change/inspection and 100hr/annual completed. RH MLG tire and tube replaced. oil pressure & temp lamps replaced, replaced tail tie down eyebolt w/new, replaced pilots side door stop aft clevis pin w/new, replaced scat hose to carb heat.

N98887:

tach reads 200rpm less then indicated

N62104:

N684SP:

N2806M:

100hr/annual completed. Replaced LH&RH MLG inner & outer bearings and cups w/new, RH MLG brake linings w/new, replaced main ship battery box cover w/new. Replaced #1 cylinder valve cover gasket w/new.

N4335M:

continued work on instrument panel

N1963T:

Sep Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

50hr oil change. inspection

N98887:

N62104:

10 and 25hr oil changes

N684SP:

N2806M:

50hr oil change/inspection

N4335M:

hang the engine, continued work on Avionics.

N1963T:

50hr oil change/inspection

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

N96573 = 96.4

N2806M = 90.6

N1963T = 51.7

N89549 = 22.6

N98887 = 46.3

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
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

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
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
AUG	24.1	4.2	0.0	0.0	0.0	0.0	78.7	49.3	53.7	14.4	27.2	7.1	0.0	0.0	20.8	5.2	204.5	95.8
TOTAL	219.0	29.5	158.7	38.7	0.0	0.0	617.3	345.8	320.1	132.7	206.4	33.1	0.0	0.0	353.2	126.2	1874.7	933.0

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
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

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
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
AUG	1.0	0.0	0.0	3.0	6.0	3.5	0.0	1.0	14.5
TOTAL	15.0	6.8	0.0	22.0	29.0	20.0	0.0	32.5	125.3

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:

N62104 is officially back online and our focus will shift to N4335M.

Just to summarize for new members; We took N62104 offline in Jan'23 for an engine overhaul.

During that time, we decided to perform a few upgrades and we discovered the flap tracks needed to be replaced. When we popped the rivets to install the new flap track and associated flap well, we discovered a twist in the 'right' wing that could not be straightened in the field. So the wing had to be removed and sent to Airframe Components, to be placed in a jig, and replace skins, etc. There was a significant amount of work completed at Airframe Components. Rear spars, flap tracks, skins, etc. All control surfaces were removed, painted and reinstalled. All new hardware, etc.

Given the amount of work, it made sense to remove and send the 'left' wing as well. They could confirm everything was straight, replace the flap tracks, and paint everything at the same time.

In the interim, the engine returned from PennYan and was installed. However, another unforeseen issue hit us, we discovered a crack in the engine case on N96573. It was decided since we're still waiting on the wings, we could remove the engine and install it on N96573 to get it back in the air as quickly as possible, it was down for (57) days. Unfortunately, the crack was not discovered until the 100hr/annual was complete and the engine was cleaned and leak checked before returning to service.

Fast forward to now, we have a newly overhauled engine, both wings removed, rebuilt and painted, a new glareshield, a new lower instrument panel with ALL fuses etched and painted, new seat tracks, new bushing bearings on the left and right elevators, and many many more things.

PLEASE, keep the plane looking great!. Clean up after yourself, be extra careful at the fuel farm and be aware of how the fuel line is rubbing on the leading edges, etc. And make sure you leave yourself enough time to clean the bugs when you return, Lastly, if you make a mess that can't simply be cleaned up, PLEASE CALL ME! I can arrange to have it cleaned before the stains are set in permanently.

This is year-end for Condor and I'm working on the annual maintenance report for next month.

I'll summarize the work that was completed, compare it to previous years. I also plan to have forecasted maintenance for the following year, and a list of 'upgrades' we would like to perform.

Please send me any feedback on requested upgrades, or things you would like to see from the maintenance report.

Thanks again for your time and support.

N62104:

Finally back in the air! We have spent a lot of time and money getting N62104 back in the air. We need everyone's keep keeping it looking great.

It flies great, literally hands off.

N2806M:

100hr/annual completed. Replaced LH&RH MLG inner & outer bearings and cups w/new, RH MLG brake linings w/new, replaced main ship battery box cover w/new. Replaced #1 cylinder valve cover gasket w/new

N4335M: (Offline)

Targeting Oct/Nov return to service.

N684SP: (Offline)

Transported to Plane Care for repairs.

N96573:

50hr oil change/inspection and 100hr/annual completed. RH MLG tire and tube replaced. oil pressure & temp lamps replaced, replaced tail tie down eyebolt w/new, replaced pilots side door stop aft clevis pin w/new, replaced scat hose to carb heat..

N1963T:

Leasebacks:

N98887:

Tach is actually 200RPM higher than indicated on the gauge.

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 9/30)

N96573 = 34.5
N62104 = 89.2
N2806M = 49.0
N1963T = 13.5
N89549 = 7.7
N98887 = 25.1

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 11/1, please plug in the engine block heaters. Colder temps are coming!

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

July 7th, 2024

Look for September 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., September meeting minutes are approved at the October meeting)

CALL TO ORDER

President Keith McPherson called the July 2024 Condor Aero Club Regular Meeting to order at 8:00 p.m.

President Keith led those present in the "Pledge To Allegiance."

President Keith welcomed guests and visitors. He requested them to rise and state his/her name.

Keith McPherson announced the Annual Condor picnic August 3, 2024.

Keith McPherson told the group the annual election for three board members will be held at the October Meeting.. He asked the interested members desiring to be elected to a board position to submit their name for nomination at the September Meeting.

MINUTES

Dan Cox moved and Kip Sobel seconded, "The Condor Aero Club June 2024 Minutes are approved."

- Motion carried.

READINGS: 2nd Reading - Christopher Conrad

Dalton McElhaney

TEASURER'S REPORT

Cash flow for July 2024:

Accounts Receivable - \$98,405.31

Total cash checking accounts:

Beginning Balance - \$ 89,125.47

Inflows - 30,255.02

Outflows - 26,538.12

Net - 3,715.90

Balance as of 7/1/2024 - 92,842.37

First Commonwealth Line of credit:

Rate - 9.50%

Line of credit - \$25,000 – Balance \$0.00

Off field reimbursement as of June 23, 2024: \$6.45

Outflow Highlights: Fombell Aviation - \$6,854.77 Phillips 66 Fuel - \$13,142.58

- FCB Sweep Account Interest - \$123.68 YTD - \$1,536.66

Jeff Kuzma moved and Cindy Smith seconded, "The July 2024 Condor Aero Club Treasurer's Report is accepted as read." - Motion carried.

MAINTENANCE REPORT

Director of Maintenance Chip Vignolini reported the completed maintenance for June and planned maintenance for July 2024. Please see the attached Maintenance Report. The Report is also in the Condor Aero Club Newsletter

Director of Maintenance Chip Vignolini reminded all pilots to clean the airplane when returning it to the hangar.

PROGRAM

Joss Slagle presented a program explaining the FAA "Wings Safety Program." Those interested in the program were asked to register. The registered pilots present were given credit for the "Wings Program."

CLEANING PLANES AND FACILITIES – President Keith McPherson reiterated the need for members to clean the planes when returning to the hangar. The Pilots' Lounge should also be all members' responsibility to keep it clean.

ADJOURNMENT

Mike Bruce moved and Jeff Kuzma seconded, "The July 2024 Meeting of the Condor Aero Club is adjourned." - Motion carried.