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Photo Credit: Heather Wright

## Condor Elects New Trustees to the Board

During the October General Meeting, Condor members voted to fill the three trustee positions that were up for election this year. We are fortunate to have a healthy club and committed membership and it is exciting to see the direction of the club take shape!

On behalf of the Board of Trustees, congratulations to the following candidates who have been elected to serve for the next three years:

- Dorothy Meeder
- Kip Sobel
- Cindy Smith

Dorothy is continuing her tenure and we're excited to welcome Kip and Cindy to the Board! After the election results were confirmed, the new Board of Trustees met and determined the officers and responsibilities for the coming year:

- President: Keith McPherson
- Vice-President: Alan Connor
- Secretary: Dorothy Meeder
- Treasurer: Bob Miladinovich
- Membership: Carrie Matvey
- Maintenance/Hangars: Chip Vignolini
- Programs: Cindy Smith
- Safety: Kip Sobel
- Chief CFI: Chris Vermilya

Congratulations again to those elected and thanks to our dedicated membership for your continued trust and contributions!

Finally, the Board would like to sincerely thank Chris Miladinovich and Greg Jarosz for their years of service on the Board, as well as his dedication to Condor. Thanks, Chris and Greg!!



# Leadership Corner

by Keith McPherson

It's been a great fall so far, and we've been enjoying the terrific weather! We're also making great strides getting the Fleet back to 100% capacity. 104 is through its engine break-in period, and we're eagerly awaiting 4SP and 35M being back online soon.

Thank you to all who attended our October meeting, and supported the election of three new and returning Board members. I'd like to welcome Kip Sobel and Cindy Smith to the Board, as our Safety and Programs Officers, respectively, as well as Dorothy Meeder as our returning Secretary. The Board looks forward to servicing the needs of the Membership in the coming year.

As a reminder, the normal "first Tuesday of the month" Membership has been rescheduled by one week to November 12th to accommodate the Presidential Election. We hope to see you at the November Meeting.

Fly Safely, Fly Often, Fly Condor

## Earning Their Wings!



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

- Ben Sobel – Private Pilot ASEL – October 7<sup>th</sup>, 2024
- Roberto Redondo – Commercial Pilot ASEL – October 2<sup>nd</sup>, 2024

## General Club Meeting

The Condor Aero Club will meet on **Tuesday November 12<sup>th</sup> at 8pm at KPJC**. This is a week later than usual due to the election. 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 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** – 2025 dues and insurance have been billed and are due by 12/31! Please ensure your account is paid for full flight privileges in 2025.

**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 FOR 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.

This month's article is FOR the Right Seat! The FAA has recently passed significant changes for instructor certificates and there are several critical items our instructors need to be aware of. We have included some highlights below but as always, read the FAA documentation carefully and ensure you stay compliant with all applicable regulations! These changes go into effect on December 1<sup>st</sup>.

The biggest change is the removal of expiration dates on instructor certificates. Unlike any other FAA certificate, instructor certificates have traditionally had expiration dates 24 months from issue. To bring these certificated in line, that expiration date has been

removed! This is a huge burden off the shoulders of instructors. But there is still a requirement that instructors maintain their recency using FIRC or actual student training/endorsement. Along with this recency requirement, there are changes to how an instructor is to sign logbooks (see more at the link below).

<https://www.aopa.org/training-and-safety/cfis/flight-instructor-resources/FAA-Ruling-on-Removal-of-the-Expiration-Date-on-CFI-Certificates>

Additionally, effective November 1<sup>st</sup>, instructors will also be required to have a Transportation Security Administration provider account. This traditionally has only been needed for instructors providing instruction to non-US citizens. There is one change that eases regulations though. The new rule also stipulates that refresher TSA security awareness training, which was required annually, will now be required every 24 months. See more on this change at the link below. There is some question around this process and we are continuing to learn.

[https://www.flyingmag.com/training/cfis-face-new-tsa-requirement/?utm\\_medium=email&utm\\_source=rasa\\_io&utm\\_campaign=newsletter](https://www.flyingmag.com/training/cfis-face-new-tsa-requirement/?utm_medium=email&utm_source=rasa_io&utm_campaign=newsletter)

Condor instructors, please be on the lookout for a meeting invite to allow us to convene and discuss a variety of topics, including the above changes, in the coming weeks.

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

PJC is gaining new tenants! If you've been to the airport in the last few months, you've undoubtedly noticed the construction happening between PJC's hangars and the hangar row where Ravotti resides. Two new hangars are being built and construction will continue over the coming months.

This work brings additional hazards we need to be aware of and yet another reminder to check NOTAMs before you fly. Just this week, taxiway A was closed between the FBO and the GA hangars to allow for continued paving work in front of the new buildings. I personally saw 3 aircraft turn towards the approach end of 35 and then have to make a U-turn on the taxiway due to the closure. I am ashamed to admit, I was almost one of them! After changing plans and taxiing out to runway 17, I pulled up Foreflight only to sheepishly see the NOTAM clearly stating the closure. It's very easy to get complacent and not check the NOTAMs at our home airport, especially for local flights, but don't get caught in a bad situation by being unprepared.

In addition to the impacts to airport operations, also be on the lookout for construction vehicles on and around the airport. There is also construction on the south end of the property as the utility lines are moved underground to widen the gap for approaching aircraft. Be alert and keep your head on a swivel!





## Member Spotlight – Meet Casey Matvey!

What certificates/ratings do you hold?

I currently hold my private pilot license.

How many hours do you have?

I have 108 hours.

How long have you been flying?

I've been flying for about 2 and a half years.

When did you join Condor?

I joined Condor around the same time I started flying.

What prompted you to look skyward?

My mom has always been an inspiration, and it has been absolutely astonishing to see how far she has come and what she has accomplished. All it took for me to open my eyes to the world of aviation was a single class I took in college for fun. It ended up being the best decision I ever made.

What is your favorite part of flying?

My favorite part of flying is all of the beautiful sights you get to see, especially the sunsets. There is just a peaceful feeling when you reach altitude and get to enjoy everything around you. For me, it's not about the destination, but the journey along the way. My journey through my pilot ratings has been a learning experience, but I have had many fun moments along the way. I will never forget the feeling I got when I solo'd for the first time, nor when I passed my private pilot checkride!

What is your next aviation goal?

I am currently working on obtaining my instrument and commercial ratings.

What is your favorite aircraft?

My favorite aircraft to fly is 89549.

Any words of wisdom to share?

If I have any words of wisdom, it would be fly to be proficient, not just to remain current. Learn to feel the plane and how the environment around you is affecting it. Aim to learn something new every time you take off, because you can never have too much experience under your belt. There is always more knowledge to learn!



## 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:  
\$6.95/gal

## Member Checklist

Remember the following items!

### Shutdown:

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

### Postflight:

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

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

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

### Off Field Fuel:

Do not use club 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!

- No new members this month but keep an eye out next 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!

- 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](#)

*Special callout this month for KIDI...* If you haven't been to Indiana, PA in a while, put this on your list! The remodeled terminal building, helpful FBO, and the great food at the Riziki Café make this a great stop for a \$100 breakfast or hamburger! The café is open Mon-Sat from 7AM-2PM for breakfast and lunch, and the food is excellent.

<https://www.jimmystewartairport.com/riziki>

Oct 2024

Chip Vignolini – (412)215-1225  
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# 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.



## Sep Completed Maintenance:

**GPS Databases on all Aircraft:**  
Completed successfully

**N89549:**

**N96573:**  
50hr oil change/inspection

**N98887:**  
Alternator replaced

**N62104:**  
returned to service, 10hr oil change/inspection

**N684SP:**

**N2806M:**  
50hr oil change/inspection, nose shimmy (nose wheel was 4lbs low), HSI was replaced, missing set of keys returned

**N4335M:**  
continued work on instrument panel

**N1963T:**  
50hr oil change/inspection, right main gear 'down' limit switch replaced, hobbs meter replaced, tail beacon lamp replaced, left main tire serviced.

## Oct Planned Maintenance:

**GPS Databases on all Aircraft:**

**N89549:**

**N96573:**  
100hr/Annual

**N98887:**

**N62104:**  
25hr and 50hr oil changes/inspections

**N684SP:**

**N2806M:**  
100hr/Annual

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

**N1963T:**  
100hr/Annual

**Time Remaining on 100hr/Annual: (As of 10/31)**

N96573 = 96.2

N62104 = 29.4

N2806M = 0.0

N1963T = 0.0

N89549 = 89.6

N98887 = 100.0

## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.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:

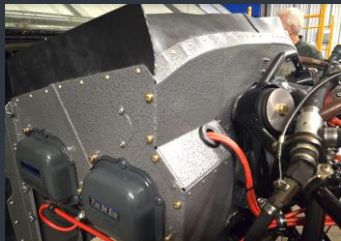
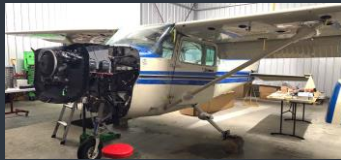
Everyone can see the 'Known' or 'Reported' squawks when you 'check-out' the aircraft in Skymanager.

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-flighting' 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
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>	<b>297.5</b>	<b>584.0</b>	<b>3.9</b>	<b>739.2</b>	<b>541.4</b>	<b>206.4</b>	<b>202.7</b>	<b>427.6</b>	<b>3002.7</b>

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
SEP	24.1	9.0	0.0	0.0	13.3	1.1	91.5	58.8	37.5	16.6	49.5	11.6	0.0	0.0	54.5	18.9	270.4	151.6
<b>TOTAL</b>	<b>243.1</b>	<b>38.5</b>	<b>158.7</b>	<b>38.7</b>	<b>13.3</b>	<b>1.1</b>	<b>708.8</b>	<b>404.6</b>	<b>357.6</b>	<b>149.3</b>	<b>255.9</b>	<b>44.7</b>	<b>0.0</b>	<b>0.0</b>	<b>407.7</b>	<b>145.1</b>	<b>2145.1</b>	<b>1084.6</b>

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
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>	<b>15.0</b>	<b>33.0</b>	<b>0.0</b>	<b>46.0</b>	<b>57.4</b>	<b>17.0</b>	<b>32.0</b>	<b>37.1</b>	<b>237.5</b>

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
SEP	2.0	0.0	0.0	2.8	3.0	4.5	0.0	6.0	18.3
<b>TOTAL</b>	<b>17.0</b>	<b>6.8</b>	<b>0.0</b>	<b>24.8</b>	<b>32.0</b>	<b>24.5</b>	<b>0.0</b>	<b>38.5</b>	<b>143.6</b>

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:

By the time you read this, it will be Nov, and all the engine heaters should be plugged in when you return.

I also want to remind everyone to check your POH and follow the 'carb heat' check as required. There is moisture in the air, carb heat should be checked in the pattern to ensure no ice buildup.

This is a reminder of the recent 100hr inspection I sent out....

We completed the 100hr/annual on N96573 Sunday and it's back online.

### Current Status:

N98887, in for 100hr/Annual now. Completed 10/30  
N2806M, .in for 100hr/Annual  
N1963T, 0 hours remaining on 100hr  
N62104, 34.1hrs remaining on 100hr  
N89549, 94.8 hours remaining on 100hr  
N96573, 96.2 hours remaining on 100hr

Reminder, any aircraft beyond (100) hours is still airworthy, but flight instruction is prohibited.

### Tentative Schedule:

Originally, based on time remaining, the plan was to pull in N1963T next, however due to good weather and the amount of training performed in N2806M it leap frogged 63T.

N2806M, offline starting Wed (10/30) late afternoon, expected return to service Mon (11/4)

N1963T, offline Mon (11/3), expected return to service Mon (11/11)

N62104, offline Mon (11/11), expected return to service Mon (11/18)

This is a tentative schedule and will probably change slightly (hopefully for the better), but it's all dependent on what's discovered during the inspections and parts availability.

### 2024 Annual Maintenance Summary

This is still in the works, and I plan to have something to share at the club meeting.

Expect to have a full summary in next month's newsletter,

### N62104:

All reports have been extremely positive. It's really cool to fly an airplane that flies hands off!

We completed the 25hr hour change and everything is going well

We are quickly approaching the 100hr.

A known, issue is the right-hand strobe that is no longer flashing. And this will be addressed during the 100hr.

### N2806M:

Recent oil sample reports have been very positive. We decided to leap frog 06M in front of 63T for the annual based on the amount of flight time, and more importantly the amount of flight instruction conducted vs. 63T

We didn't have any know squawks, and expect a quick turn-around.

### N4335M: (Offline)

Targeting Nov/Dec return to service. We will need to address the currency required given how long it's been offline.

### N684SP: (Offline)

Transported to Plane Care for repairs.

### N96573:

We had to replace the plugs and swap the mags w/overhauled mags from our spares, ahead of the 100hr due to a mag failure discovered during run-up.

The good news is we started addressing spares over the past year, and the aircraft was repaired and back online the same day the mag failure was discovered.

We also complete the 100hr/annual inspection, During this process it was discovered the bearing/bushings had to be replaced on the elevator bell crank.

### N1963T:

Will be pulled in immediately after 06M's 100hr/annual

### Leasebacks:

#### N98887:

Completed 100hr inspection and returned to service.

#### 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 10/30)

N96573 = 96.2  
N62104 = 29.4  
N2806M = 0.0  
N1963T = 0.0  
N89549 = 89.6  
N98887 = 100.00

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](mailto:chipvig@gmail.com)

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

September 3<sup>rd</sup>, 2024

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

### CALL TO ORDER

President Keith McPherson called the September Condor Aero Club Meeting to order at 8:00 p.m. The Meeting was opened with the "Pledge of Allegiance."

President Keith thanked Cindy and JP Smith for providing the delicious food for the Social Hour.

Keith McPherson welcomed visitors and guests and asked he/she to stand and state his/her name.

Election Chairman Jake Vagias opened the floor for nominations for the three board positions.

Glenn Kaiser nominated Cindy Smith. Cindy accepted.

Chip Vignolini nominated Hyrum Wright. Hyrum accepted.

Ron Flinner nominated Kip Sobel. Kip accepted.

Ed Sattely nominated Dorothy Meeder. Dorothy accepted.

Mike Woods nominated Jason Jodkin. Jason accepted.

Nominations for board positions will be closed at the October Meeting if there are no further nominations from the floor.

HONORARY MEMBERSHIP - The Board approved Chris Miladinovich for Honorary Membership.

Kip Sobel moved and Jason Jodkin seconded, "Chris Miladinovich is an Honorary Condor Aero Club Member."  
Motion carried.

### MINUTES

Chip Vignolini moved and Alan Connor seconded, "To approve the July 2024 corrected Trustee Minutes of the Condor Aero Club." Motion carried.

Alan Connor moved and Bob Miladinovich seconded, "To approve the August 2024 Trustee Minutes of the Condor Aero Club." Motion carried.

READINGS - 1<sup>ST</sup> Reading Narek Barkhudarov Melik

### TREASURER'S REPORT for August 2024

Accounts Receivable	-	- \$87,598.77
Total Cash Checking Accounts:		
Beginning Balance	-	\$90,078.84
Inflows	-	\$42,510.81
Outflows	-	\$29,951.24



Net	-	\$12,559.57
Balance as of 9/1/2024	-	\$102,638.41
First Commonwealth Line of Credit		
Rate	-	9.50%
Line of credit	-	Line: 25,000.00
		Balance - \$0.00

Off field fuel reimbursement as of June 23, 2024.

August Outflow Highlights:	Phillips 66 Fuel	- \$10,787.71
	FCB Sweep Acct Interest	\$17.90 YTD \$1,554.56

TREASURER'S REPORT for September 2024

Accounts Receivable:	-	-\$86,237.36
Total Cash Checking Accounts:		
Beginning Balance	-	\$110,643.89
Inflows	-	\$55,685.37
Outflows	-	\$50,984.14
Net	-	4,701.23
Balance as of 10/1/2024	-	\$115,345.12
First Commonwealth Line of Credit:		
Rate		9.25%
Line of credit	-	Line: \$25,000.00 Balance \$0.00

Off field Fuel Reimbursement as of 9/29/2024 - \$6.95

September Outflow Highlights:	Fombell Aviation	- \$25,914.65 Maintenance
	FCB Sweep Account Interest:	\$349.39 YTD - \$918.30

MAINTENANCE REPORT

Director of Maintenance Chip Vignolini reported the maintenance completed in July and planned maintenance for August; the maintenance completed in August and planned maintenance for September. The Maintenance Report is attached. The full Maintenance Report is also published in the Condor Aero Club Newsletter.

ANNUAL ELECTION – Jake Vagias has agreed to be the Election Coordinator for the annual election at the October 2024 Meeting.

LEWIS SCHOLARSHIP – The gift fund for the Lewis Scholarship has been suspended due to legal reasons.

Jan Lewis thanked all who have helped with the Scholarship.



PROGRAM

Joss Slagle presented a safety program of important methods to prevent aviation accidents.

President Keith McPherson thanked Joss for highlighting some means of preventing aviation accidents.

ADJOURNMENT

Larry Schaefer moved and Tom Collins seconded, "The September Meeting of the Condor Aero Club is adjourned."  
- Motion carried.