

this issue

Current News | 1

Leadership Corner | 2

Earning Their Wings | 2

From the Right Seat | 3

Plane Talk | 3

Member Spotlight | 4

New Members | 4

Upcoming Events | 4

Maintenance Corner | 5

Meeting Minutes | 8



Photo Credit: Hyrum Wright

FAA Making Final Move Towards Electronic Aircraft Registration

The pace of government can be painful and the FAA is no exception... but we'll take the small wins! In mid-January, the FAA has made a final rule allowing the electronic submission of aircraft registration. In a world where most signatures can be digital and document submission can be done via secure portals, aircraft registration was still being done by submitting documents by mail with 'wet' signatures. No more!

From the following AvWeb article (<https://www.avweb.com/aviation-news/faa-fast-tracks-electronic-registrations/>):

The FAA published a final rule last week that allows online submission of aircraft registration documents. Previous regulations required registrants to submit original documents and ink-signed documents to register aircraft, but the new rule does away with almost all of that. In some cases, certified or true copies will be needed. It's hoped the modernization move will speed up the process and chip away at the monthslong delays in processing aircraft registrations. A companion rule also allows the FAA to email the completed registration certificates.

According to AOPA, the backlog of registrations topped six months in 2022 and after years of lobbying, Congress included language in the latest reauthorization bill that compelled the FAA to get the electronic filing systems in place. The agency will still accept mailed-in original documents and mail out the hard copies of the registrations but says it would prefer people to use the online system.

General Meeting Time Has Changed

Please note that the Condor General Meetings will now be held at 7pm! This is an hour earlier than previously held. This change in time was done based on feedback provided by the membership in this year's survey. Thank you for your feedback and we're looking forward to seeing more of you at this more convenient time!

Meetings will still be held on the first Tuesday of each month unless otherwise communicated.

The Social will now start at 6:30pm. See you then!



Leadership Corner

by Keith McPherson

Happy New Year!

Old Man Winter has really been making his presence felt this new year with both major snow falls and cold temperatures. As I said in my email, Private Jet Center, our FBO, has the snow removal contract, which includes our ramps & taxiways to within five feet of our hangar. Depending on who is driving the plow truck, they may get closer, but plan on extra preflight time to clear tire and walking paths.

Beginning in February 2025, monthly Membership Meetings will now be held at 7:00PM, with the Social starting at 6:30. We made this change to accommodate recurring survey feedback asking for an earlier start time to shorten after-work delays, and to allow members to get home earlier. This newsletter is also the first to include current-month Meeting Minutes for your review. At the February (and future) meetings, I will only need to ask for corrections to the Minutes, and then for a motion to approve. We look forward to the new meeting format starting on February 4th.

Two more "happy new year" items will be the return to service of both N684SP and N4335M this late winter/early spring! We've been without both aircraft for way too long and I'm sure we are all eagerly anticipating their return. Thanks to Chip and Bob for overseeing the maintenance and financial aspects of both projects!!

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!!!

- Winter weather has made this a challenge... check back next month!

General Club Meeting

The Condor Aero Club will meet on **Tuesday February 4th at 7pm 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 **6:30pm**, don't miss it! **Note the change in times! Social at 6:30pm, meeting at 7pm!**

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 – 2025 dues and insurance are past due. 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
<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

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

Secretary

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

Treasurer

Bob Miladinovich
(412) 225-4332
Bob.Miladinovich@condoraero.com

Membership

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

Programs

Cindy Smith
(724) 841-9679
chindy95@yahoo.com

Maintenance/Hangars

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

Safety

Kip Sobel
(412) 848-2333
kipsobel@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

Mike Finke
217.621.0599
mcfinke@att.net

Brian Garland
724.825.2935
beardoo@msn.com

Greg Jarosz
412.606.1437
jaroszjz@gmail.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
jkvpav@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

Mike Woods
412.478.3660
mike.woods.pittsburgh@gmail.com

From the Right Seat

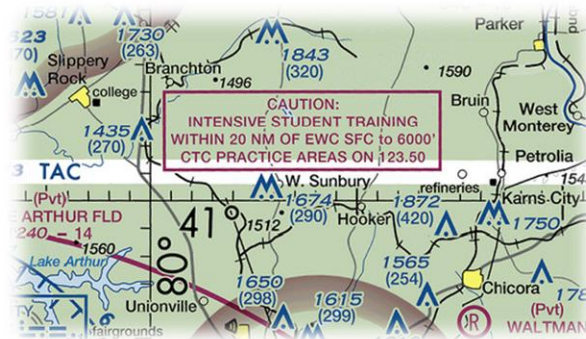


Our club instructors have seen a lot in their time sitting in the right seat. Through their experience, and randomly yelling 'more right rudder' in their sleep, they have much to share that we all can learn from to be better pilots.

Well team, we've made it to the big leagues... effective mid-2024, our practice area has officially been noted on the VFR sectional! Between KPJC, KBTP, 3G9, KBVI, KUCP, and 29D, we have quite an active practice area around Lake Arthur. Those familiar with the airspace are used to looking out for other training traffic in the vicinity, but it can be surprising for others just transitioning through. Combine the EWC VOR and its associated instrument approaches and things can get pretty crazy.

As with many other practice areas, the FAA has noted the busy airspace with a callout warning pilots of the potential congestion and in some cases, includes a

designated frequency that can be used for air-to-air communication to increase situational awareness. Our practice area has received such a designation and frequency and the sectional screenshot below highlights the details. While there is no controlling ATC facility, pilots and their instructors are encouraged to leverage 123.50 to make position and intention calls to allow for a safer practice area.



Plane Talk from our President by Keith McPherson

How do you prepare for a Cross-Country flight? This article isn't about the flight planning, its more about how to dress (especially in winter) and what some pilots are carrying on board "just in case"...

First off is your choice of dress. With the frigid weather we've been having, I've been a bit surprised that some members are showing up to fly as if they're headed to the local supermarket. Not only does this make the process of shoveling snow around the hangar a frigid event, it also doesn't give you much of an advantage in the rare event that you need to set down at an unplanned airport, or much worse in a field somewhere. You may want to consider, at least, wearing a winter coat, hat, suitable footwear, etc. All of which can be thrown in the back unless you need it.

A recent Piper Forum article had a thread going on this topic, and there were, as you can imagine, a wide range of feedback. I thought I'd provide a few for you to consider.

- "My survival kit is a cell phone and a credit card"
- "Carry lots of drinking water. You can survive for a while without food, but lack of water will kill you quickly"
- "Batteries for all the gadgets you carry."
- "Small survival kit with blankets, food etc."
- "Large (good quality) gallon Ziplock bags with small infant diaper inside. Not pretty but male or female you can open wide and pee in it and seal up."
- "Light fishing vest with flashlight, multitool, extra reading glasses and other "at hand" needs in the dark."
- "Light blankets both for survival and handy for the cold passenger"
- "A couple quarts of oil"
- "Satellite rescue beacon." (Also, be aware that current iPhones have the ability to make emergency satellite calls if you find yourself without cellular coverage. Be sure to have this configured before you need to use it!)

Just some food for thought on a winter morning. This article is not meant to create panic, as we are very proud of the maintenance condition of our fleet; however, these are good things to think about, and could come in quite handy. Safe flying !!

Member Spotlight – Meet Dean Roberts!

What certificates/ratings do you hold?

I only hold a private pilot certificate at this time.
Still debating if I would like to seek an IFR rating or not.

How many hours do you have?

Just north of 300 hours.

How long have you been flying?

August 23, 2013 was the first time I was in the left seat. It was for an introductory flight. I just remember two things about that day. The first was the instructor telling me to do the take-off (push the throttle, watch airspeed to Vr, and pull the yoke back slowly until the horizon was on the dash, he did the rudder controls). I yelled back at him, "You know this is my first flight". Regardless of my objections, I did it and flew the plane until we came back into the pattern and turned to final. Second was "best birthday present ever!!" I screamed when no one was around.

When did you join Condor?

April of 2022.

What prompted you to look skyward?

My degree is in Mechanical Engineering Aerospace. Though I don't work in the industry, I always wanted to fly. After college I had tons of school debt, got married, had kids, got divorced, got married again, and had another kid. When I reached 40, I thought my dream of flying was over, as in too late to start. Had a customer that was retiring and he always talked about how much him and his wife loved flying and the plane they owned. I thought he had been flying his whole life. Come to find he didn't take the first course until he was 53. Game on after that.

What is your favorite part of flying?

Freedom, or extension of, to go anywhere at anytime just for fun. And the views, you can't beat the views at times.

What is your next aviation goal?

Sounds corny, but I want to land and take-off at least once in every state, with the exception of Hawaii (16 down, a lot to go). Beyond that, I am just really enjoying what I am doing. Flying for the fun of it, and taking trips with the plane when I can.

What is your favorite aircraft?

I interpreted this question two ways, the first, my favorite aircraft I have flown? Easily, Cessna C172SP with two G1000 glass with autopilot. It is what I taught on and used for my check flight for my final certification. This makes those longer trips a whole lot easier to fly. But if the question is, if I win the lottery and have the means, what plane would I buy for myself? Either a Sling TSI High Wing, or a TBM 950. I really like the looks of them, and they meet all the needs that I have.

Any words of wisdom to share?

I mostly fly long cross countries and love flying at night. Many to Michigan and Florida. Can't stress this enough prep, prep, prep, checklist, checklist, checklist. Prep for me usually starts a week out looking at weather and creating initial flight plans. I always have a plan A and plan B, and on occasions plan C. If it is a new airport for me, I always scout the airport on Google Earth. I get a lay of the land and especially obstacles. At night I try to play a little game of keeping an airport inside my glide path at all times. Can I do 100% of the time, of course not, but I do try to minimize the minutes I don't have an obvious place to land for emergencies. If you are flying near any Bravos, or in any of the gulf states, at the very least do VFR Flight Following. Having that extra set of eyes in areas of high faster moving traffic is a nice little piece of mind. Because I fly for fun, I never want to fly when it's not fun, thus my comfort zone for flying is probably more narrow than most, but it also means, when I do say it's a good day for flying, it really is and always fun. Also, stay proficient. I try to get out at least once a month. Even if it is just to do a bunch of landings.

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!

- Check back next month...

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](#)

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:
\$6.30/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

Jan 2025

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**

Dec Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
100hr

N96573:

N98887:

N62104:

N684SP:

N2806M:

N4335M:
moved to the avionics hangar and continued work on avionics, engine mount and nose wheel mounted.

N1963T:

Jan Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:
50hr oil change/inspection

N98887:

N62104:
50hr oil change/inspection, possible new LED strobes installed

N684SP:

N2806M:
50hr oil change/inspection

N4335M:
hang the engine, continued work on Avionics.

N1963T:
100hr/Annual, depending on flight time.

Time Remaining on 100hr/Annual: (As of 01/22)

N96573 = 50.4

N62104 = 60.6

N2806M = 52.2

N1963T = 0.0

N89549 = 76.7

N98887 = 46.0

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-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
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
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
OCT	23.0	9.2	0.0	0.0	81.7	26.6	76.0	18.8	30.4	10.5	28.5	3.0	0.0	0.0	62.6	18.6	302.2	130.7
NOV	9.3	4.4	0.0	0.0	41.1	18.5	40.1	20.1	27.7	4.0	8.9	0.0	0.0	0.0	26.3	4.0	153.4	73.3
DEC	0.0	0.0	0.0	0.0	29.7	13.0	19.2	6.7	30.9	9.7	19.3	0.0	0.0	0.0	25.8	8.3	124.9	55.2
TOTAL	275.4	52.1	158.7	38.7	165.8	59.2	844.1	450.2	446.6	173.5	312.6	47.7	0.0	0.0	522.4	176.0	2725.6	1343.8

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
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
SEP	2.0	0.0	0.0	2.8	3.0	4.5	0.0	6.0	18.3
OCT	7.0	0.0	2.5	2.0	2.0	3.0	0.0	6.0	22.5
NOV	0.0	0.0	2.0	1.0	1.0	0.0	0.0	3.0	7.0
DEC	0.0	0.0	1.0	1.0	3.0	1.0	0.0	2.0	8.0
TOTAL	24.0	6.8	5.5	28.8	38.0	28.5	0.0	49.5	181.1

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:

The weather continues to be a challenge, we've only flown 124.9 hours.

The upside, is it gives Ben a chance to catch up and focus our attention on N4335M.

Throttle Transitions:

It's ALWAYS good practice to make throttle changes smoothly during all phases of operation. After startup, you should reduce the throttle to 800 RPM, and lean the engine. After run-up/mag check, you should reduce the throttle slowly, and on your take-off roll, apply throttle smoothly. In the landing pattern, all throttle changes should be completed slowly and smoothly...see where I'm going with this?

This becomes even more important in cold weather to avoid 'shock' cooling the engine.

Have you ever been at the airport and heard an aircraft in downwind, the engine pop or back fire? Nine times out of ten the pilot reduced power suddenly.

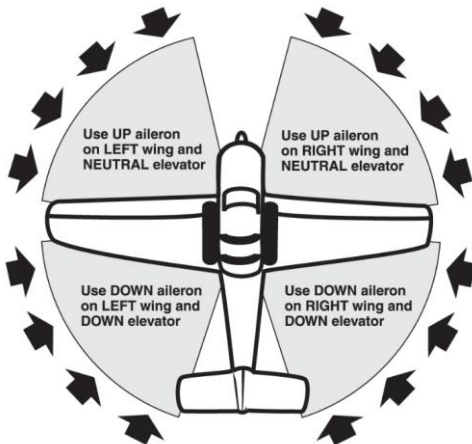
Please be gentle with our engines.

Taxi Procedures:

Another reminder/plead for your help! Please keep back pressure on the yoke throughout all phases of taxiing (only exception, strong winds/crosswinds, then follow taxi control surface recommendations). These extends the life of our Shimmy Dampeners and keeps the prop out of the possible ground clutter (i.e. SNOW).

Also consider ice when deciding how close to get to stationary objects. During dry conditions it may be fine to cheat closer to the hangars, or trying to get around another obstacle. But in icy conditions you may begin to slip, or even a gust of wind could push you into the obstacle. Regardless, it would ruin your day and you would be responsible for the damage to the aircraft.

I'm sure everyone is aware of this diagram, but just a reminder for taxi in high winds. When the wind is coming from behind, point your thumb away from the wind. So, for instance, if the wind is coming from the left rear (quartering tailwind), deflect the yoke to the right (thumb points right and away from the wind).



N62104:

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

The right-hand strobe is still INOP, and after further investigation the power supply has failed. The aircraft is still airworthy, with the tail beacon functional and providing the anti-collision requirement.

Given the cost of a new power supply, we decided to order an LED upgrade kit. Once installed the left-hand power supply and both lamps will be placed in spares.

N2806M:

Right MLG strut was found collapsed, working on the repairs now, along with the 50hr. The pitot/static check is due by 2/28. Normally we would wait and complete it during the 100hr, however flying has been really slow, so we may do it now.

N4335M: (Offline)

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

N684SP: (Offline)

Targeting Feb return to service.

N96573:

50hr inspection has already been completed, no squawks to address.

N1963T:

50hr oil change completed, and 100hr/Annual will be completed as we approach the next 50hr.

Leasebacks:

N98887:

N89549:

Left fuel tank repairs completed, and returned to service.

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.

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

Also note, 549 and 887 have switched over to 80wt for the winter months.

Please send me a text or email if the oil is running low in the hangars.

2024 Annual Maintenance Summary

This is still in the works, and I plan to have something to share soon.

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

Oil Heaters:

Starting 11/1, please plug in the engine block heaters.

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

Call, Text, or Email

(412)215-1225

chipvig@gmail.com

Supporting Links:

<https://www.studyflight.com/taxiing/>

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

November 12th, 2024

*Please note, meeting minutes will no longer be read at general meetings. Please review the minutes from the prior meeting in this newsletter and be prepared to ask any questions at the next meeting.
Meeting minute approval will be requested at the next meeting.*

CALL TO ORDER

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

The Meeting was opened with the Pledge To Allegiance

President Keith thanked Cindy and JP for the excellent food for the social hour. The president then welcomed the guests and visitors and asked them to stand and introduce themselves

MINUTES

Bob Belsterling moved and Jason Jodkin seconded, "The Minutes of the October 2024 Condor Aero Club Meeting are approved." - Motion carried.

READINGS: 1ST Reading - Alexander Donatelli

Jacob Kahle

Andrew Kriley

2nd Reading - Zachary Leight

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the Total Cash Checking Account balance as of 12/1/2024 is \$173,215.52. The complete Report is attached. The Off Field Fuel Reimbursement as of October 10, 2024 is \$6.30.

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

MAINTENANCE

Director of Maintenance Chip Vignolini reported the October completed maintenance and the planned maintenance for November. The complete report is attached. The Maintenance Report is also in the Condor Aero Club Newsletter.

PROGRAM

Program Chairman Cindy Smith introduced Kip Sobel to give the club members an idea of the club's finances. The Financial Presentation was a better understanding of how the club manages the finances. The program was very enlightening regarding the finances of keeping our airplanes in good repair.

FIRST FLIGHT/CHRISTMAS PARTY

The First Flight Annual dinner party is scheduled for December 7th, 6:00 in the Zelenople American Legion Hall. Members were encouraged to make reservations for the party on the Internet.

ADJOURNMENT

Tom Collins moved and Dave Van Kaenel seconded, "The November Meeting of the Condor Aero Club is adjourned."
- Motion carried.

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

January 7th, 2025

*Please note, meeting minutes will no longer be read at general meetings. Please review the minutes from the prior meeting in this newsletter and be prepared to ask any questions at the next meeting.
Meeting minute approval will be requested at the next meeting.*

CALL TO ORDER

President Keith McPherson called the January Meeting of the Condor Aero Club to order at 8:00 p.m.

President Keith asked the visitors and guests to stand and introduce themselves. He thanked Cindy and JP Smith for the delicious food.

MINUTES

Jason Jodkin moved and Fred Kim seconded, "The November 2024 Minutes of the Condor Aero Club are approved." - Motion carried

READINGS: 1ST Reading - Alexander Donatelli

Jacob Kahle

Andrew Kriley

2nd Reading - Zachary Leight

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the Cash Checking Accounts balance as of 1/1/2025: \$85,935.27

The complete Treasurer's Report is attached.

MAINTENANCE

Director of Maintenance Chip Vignolini reported the following completed maintenance in November and the planned maintenance for December 2024. The Maintenance Report is attached and is included in the Condor Aero Club Newsletter.

The Dakota will be back on line soon. Pilots previously checked-out in the Dakota will have to have a Recheck prior his/her eligibility to fly the airplane.

NEW BUSINESS

NEW MEMBERSHIP MEETING TIME – The Regular Meeting time has been changed from 8:00 pm to 7:00 pm with the social half-hour beginning at 6:30 pm. The February 4, 2025 Meeting will begin at 7:00 pm. The Trustee Meeting will be on another day.

MEMBERSHIP SURVEY – Alan Connor reviewed the survey results. The Trustees have discussed the results in detail. Some of the suggestions have been implemented. The Minutes will be changed. The Minutes of the previous Meeting will be published in the Aero Club Newsletter a week prior the Regular Meeting and approved or corrected at the Meeting.

Electronic Payments were researched again and found not to be possible due to the expense of handling it.

PROGRAM

Keith McPherson presented a program on “Winter Flying.” The slides were about the consequences of lack of thorough planning. Good planning will help to ensure the pilot will not fly into bad weather. The weather should be clear for the entire flight. Getting a weather briefing prior flight is critical.

ADJOURNMENT

Dan Cox moved and Glenn Kaiser seconded, “The January 2025 Meeting of the Condor Aero Club is adjourned.: - Motion carried.