

November 2025

Condor AEROGRAM

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Photo Credit: Chris Vermilya

Zelienople Airport Lighting Updates Coming Soon!

As winter settles in, PJC is gearing up for another major infrastructure upgrade that will make our field brighter, safer, and far more reliable for years to come. Beginning December 1st at 7:00am, the Airport Lighting Upgrade Project officially takes off. While this work will bring meaningful improvements to our runway, taxiways, and rotating beacon, it also introduces a temporary period of operating restrictions that all members should be aware of.

Phase I: Runway Lighting Upgrade

The first phase begins December 1st and comes with the most significant operational impact. From Monday through Thursday, 7am to 5pm, the runway will be closed daily for lighting installation. During these windows, you'll see a lighted "X" at both runway ends. Operations will resume each day after 5pm with a mix of legacy and newly installed runway lighting. If you fly for business or need predictable scheduling, plan to depart before 7am and return after 5pm on closure days. If all goes well, this phase should wrap up by the holidays.

Phase II: Taxiway Lighting Upgrade

Once runway work is complete, the project shifts to the taxiways. The runway will remain open, but various taxiway sections will close Monday through Thursday via NOTAM. Expect occasional back-taxiing on the runway to navigate around work zones. Extra vigilance, clear radio communication, and situational awareness will be key during this phase.

Phase III: Rotating Beacon Upgrade

The final stage brings a long-overdue modernization of our rotating beacon. The good news: no closures are expected during this part of the project.

All three phases are targeted for completion by January 31, 2026, just in time to welcome the new year with a fully upgraded lighting system that enhances safety and elevates the overall flying experience for our community.

We appreciate everyone's flexibility and patience as the airport undergoes this important transformation. The short-term inconvenience will pay off in long-term reliability, better visibility, and a more modern airfield for all of us. Stay alert for NOTAMs, plan ahead, and as always, fly safe!



Leadership Corner

by Keith McPherson

Happy Thanksgiving! We're officially operating under winter rules. Remember, to be able to dispatch aircraft between November 1st and March 31st, you must have attended a Winter Seminar or have reviewed the presentation posted on our website and gotten an instructor sign-off.

Our "Celebration of First Flight" Holiday Party is Friday December 19th at the Cranberry Elks, starting at 6PM. You should have seen an invite and RSVP from Cindy Smith. If you still need to RSVP, or have any questions, please contact Cindy. Hope to see you there!! Remember, the party counts as our December meeting, so there will be no regularly scheduled "First Tuesday" Membership Meeting in December.

Lastly, I sent out an email this month advising everyone that starting December 1st, the Airport Lighting will be upgraded, which will be fantastic; however, we are about to enter another phase of airport closures. Please refer to the summary on the first page of this month's newsletter. The entire project should be completed by January 31, 2026.

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!!!

- Casey Matvey – Instrument Airplane – November 14th, 2025
- Ryan Markle – First Solo – November 2025
- Will Vickerman – First Solo – November 2025

General Club Meeting

The Condor Aero Club will not meet for our normal session in December. Instead, we will host the Condor Holiday and First Flight party on December 19th at the Cranberry Elks. RSVP deadline is December 4th to Cindy at chindy95@yahoo.com, yes chindy :) This will allow us to properly plan for meal/entertainment planning purposes.

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 – 2026 dues and insurance have been billed and are due by 12/31! Please ensure that your account is paid in full to avoid having your flight privileges suspended January 1, 2026.

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

By Kip Sobel



This month, we're taking time to review a sequence of events that could have ended very differently. The following was reviewed at the November General Meeting but is review here as well. Please review carefully and remember to always think ahead of your flight!

During the November General Membership meeting, Keith and I shared the following sequence of events that could have ended very badly. Fortunately, everyone involved was safe. Please take a minute to read the chronology and think about how each event led to the 'alignment of the holes in the Swiss cheese'.

Earlier this year, a Condor student pilot (Pilot 1) dispatched N62104 for an afternoon flight. Pilot 1 logged one hour and was not able to refuel the plane. The student's CFI dutifully squawked the discrepancy

on the fuel and went further by alerting the next scheduled pilot (another student pilot - Pilot 2).

Separately, very late in the evening after Pilot 1 checked in N62104, yet another pilot (Pilot 3) arrived to dispatch their reservation for N96573. Pilot 3 properly dispatched 573 but instead took the keys to 104 and proceeded to fly it 2 more hours. After returning from the flight, Pilot 3 had the same difficulty as Pilot 1 at PJC's fuel farm and returned the plane now down 3 hours of fuel. Pilot 3 had difficulty checking in 104 as they believed they had flown 573 for which they had performed the dispatch. Very early the next day, Pilot 3 worked with a Condor trustee to properly book the time flown on 104. There was no squawk noted nor any outreach to the next scheduled reservation holder and 104 was now down 3 Hobbs hours from full tanks.

The next day, Pilot 2 dispatched 104 as originally scheduled. Recalling the outreach from the CFI regarding the 1 hour of fuel used by his student the prior day, Pilot 2 would have noticed that the tanks were not full, and confirmation was limited to visual inspection. Presuming that the fuel level represented the one hour of usage expected, Pilot 2 proceeded to fly 104 another 2 hours.

Finally, the PJC fuel farm cooperated, and Pilot 2 was able to fill A/C 1's tank... and it took a surprising (though not dangerous) amount of fuel.

What went well:

Our CFI used the opportunity with the inop fuel farm to reinforce our expectations around notifying subsequent pilots when they may be dispatching a plane without full fuel.

What was missed:

Pilot 2 knowingly dispatched and flew a plane without full fuel tanks. What they didn't know is that another pilot had logged two more hours on the tanks. A best practice is to refuel before the planned flight or, at minimum, leverage the 'fuel straw' in the back of the front seats to determine how much fuel is on board.

Similarly, Pilot 3 flew a plane with less than full tanks. In their case, they would have expected full tanks as they had dispatched 573 which had no outstanding squawk concerning fuel levels. What would a visual inspection of the tanks indicate with an hour of fuel missing?

Fortunately, all our pilots returned home safely. Think about the above chronology of events and consider how your preflight protocol should have broken this string of missteps. If you've not used the Cessna fuel straws, try it before your next flight. These straws are model specific so DO NOT USE ONE FROM ANOTHER AIRCRAFT! If a straw is missing, squawk it and alert Chip via text... all our 172's (except 1FC) will have the straws and the Pipers will not.

Aircraft fuel gauges are curious things and are expected to be precisely accurate in two situations....at 'Full' and 'Empty'. In between requires a thoughtful approach.

Thanks for thinking through this with us and fly safe!

Member Spotlight – Meet Alan Connor!

What certificates/ratings do you hold?

Commercial ASEL, Certified Flight Instructor (CFI)

How many hours do you have?

700+

How long have you been flying?

17 years

When did you join Condor?

When I moved back to Pittsburgh in 2020 after 10 years living in Virginia.

What prompted you to look skyward?

My dad was not a pilot but had an interest in airplanes.

We used to visit the Zelenople together when I was a kid to see the planes, including what I now know

included the Condor club planes. He also purchased

us a brief flight at an airshow when I was about 12

years old and I have been looking up every time I hear an airplane ever since.

What is your favorite part of flying?

The combination of planning and executing a complex task (the mission) with the exhilaration and physical skills required in actually doing it (the flying).

What is your next aviation goal?

I just earned my CFI certificate and look forward to sharing my passion and knowledge through teaching. I thought I was done with ratings for a while, but I also recently started studying for the CFI-Instrument certificate.

What is your favorite aircraft?

Whichever one best fits the mission!

Any words of wisdom to share?

Flying is a bit like a game of chess: the move, piece of information or observation that you make now will inform and influence the move that you are going to make in the future if you pay attention. Endeavor to ask yourself, "Why is this information important?" and "How might it impact a future move?" every time you make a move, collect a piece of information, or make an observation. This comes from a personal debrief that I wrote in 2017:

<https://airfactsjournal.com/2017/03/near-end-accident-chain-4-lessons-learned/>



Fleet Info

Club aircraft details can be found at

<http://www.condoraero.com>

Rental and off field reimbursement rates are below for reference.

Rates are wet and apply per hour.

N89549 (C152) - \$90 (promotional)

N341FC (C172N) - \$145

N96573 (C172P) - \$150

N62104 (C172P) - \$150

N684SP (C172S) - \$155

N2806M (P28A) - \$155

N1963T (P28R) - \$170

N4335M (P28B) - \$180

Off field fuel reimbursement:

\$6.45/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 – 4% bonus
\$2,000.00-\$3,999.99 – 5% bonus
\$4,000.00 and greater – 6% 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!

- None this month

Upcoming Events

Mark your calendars for these upcoming aviation events!

- First Flight Holiday Party – Friday December 19th – Cranberry Elks
 - RSVP deadline is December 4th to Cindy at chindy95@yahoo.com, yes chindy :)
 - This will allow us to properly plan for meal/entertainment planning purposes.
- The weather is getting colder, look for more events next spring

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](#)

Nov 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.

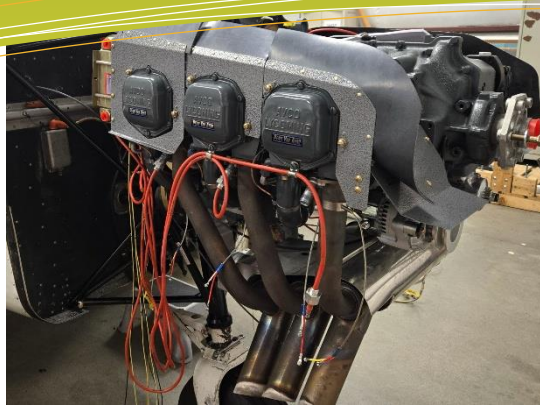
Oil Reminder:

When do you add OIL?

Answer: At or below 5qts, and always in full quarts!

Exception: N4335M, which is at or below 9qts, and always in full quarts.

Please send any maintenance questions you have. I am always looking for newsletter material.



Oct Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

In for annual

N341FC:

100hr/Annual completed. Glue and trimmed glare shield material, installed block heater, replaced nose wheel tire/tube, MLG disk rotors, brake linings, and bearings, fresh air scoops and elbows replaced

N96573:

50hr oil change/inspection completed. Hobbs INOP was related to digital clock blowing the fuse. Digital clock was sent in for repair/replacement under warranty.

N62104:

N684SP:

N2806M:

100hr/Annual completed, replaced shimmy damper with new/LORD unit, removed wheel pants for the winter

N4335M:

50hr oil change/inspection completed

N1963T:

100hr/Annual completed, Replaced pilot side PTT switch, exhaust gaskets and brake linings



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Nov Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

Complete annual and RTS

N341FC:

50hr oil change/inspection

N96573:

100hr/Annual

N62104:

100hr/Annual

N684SP:

100hr/Annual

N2806M:

50hr oil change/inspection

N4335M:

100hr/Annual

N1963T:

50hr oil change/inspection

Time Remaining on 100hr/Annual: (As of 11/25)

N96573 = 5.9

N62104 = **3.9 (in for annual)**

N341FC = 78.4

N684SP = 96.7

N2806M = 79.6

N4335M = 93.4

N1963T = 68.5

N89549 = **0.0 (in for annual)**

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.

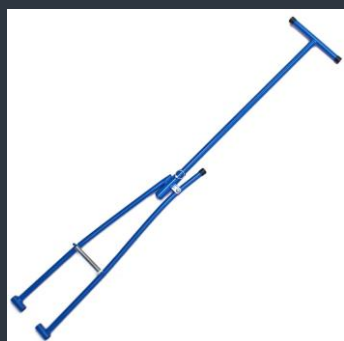
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

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!

New Spring-Loaded Fork Towbars: fits all aircraft except N1963T.



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:

2024 Flight Hours																	
MONTH	89549		N341FC		684SP		62104		96573		1963T		4335M		2806M		TOTAL
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total
OCT	23.0	9.2	0.0	0.0	0.0	0.0	81.7	26.6	76.0	18.8	28.5	3.0	0.0	0.0	62.6	18.6	302.2
NOV	9.3	4.4	0.0	0.0	0.0	0.0	41.1	18.5	40.1	20.1	8.9	0.0	0.0	0.0	26.3	4.0	153.4
DEC	0.0	0.0	0.0	0.0	0.0	0.0	29.7	13.0	19.2	6.7	19.3	0.0	0.0	0.0	25.8	8.3	124.9
TOTAL	275.4	52.1	0.0	0.0	158.7	38.7	165.8	59.2	844.1	450.2	312.6	47.7	0.0	0.0	522.4	176.0	2725.6

2025 Flight Hours																	
MONTH	89549		N341FC		684SP		62104		96573		1963T		4335M		2806M		TOTAL
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total
JAN	17.6	0.0	0.0	0.0	0.0	0.0	20.7	9.6	10.3	3.1	13.3	0.0	0.0	0.0	17.4	6.3	91.6
FEB	11.0	1.5	0.0	0.0	0.0	0.0	29.0	14.2	32.0	17.9	16.7	2.0	0.0	0.0	19.2	8.9	111.3
MAR	1.0	0.0	0.0	0.0	0.0	0.0	50.5	17.6	46.4	16.8	22.0	6.9	0.0	0.0	41.1	10.1	161.0
APR	0.0	0.0	0.0	0.0	0.0	0.0	26.4	6.1	47.3	15.7	19.9	8.9	0.0	0.0	32.6	10.5	126.2
MAY	0.0	0.0	0.0	0.0	0.0	0.0	31.0	12.9	53.8	32.6	27.9	9.3	0.0	0.0	36.3	23.1	149.0
JUN	11.1	3.7	0.0	0.0	0.0	0.0	13.4	4.9	69.3	27.2	40.9	9.5	0.0	0.0	46.4	7.9	181.1
JUL	10.4	5.1	22.0	6.5	34.0	6.3	51.4	30.6	64.8	24.0	20.5	3.7	5.4	0.0	32.3	12.7	240.8
AUG	6.5	1.6	29.4	23.9	25.7	12.0	35.6	7.5	62.3	24.8	16.0	1.2	60.2	29.5	57.9	12.6	293.6
SEP	13.9	0.9	33.1	26.5	25.4	4.6	53.6	25.8	34.9	19.9	8.3	0.0	29.6	9.4	26.4	9.6	225.2
OCT	17.5	1.4	26.5	15.6	19.2	6.4	44.4	25.4	46.4	23.4	25.2	13.3	20.3	2.3	42.0	8.2	215.0
TOTAL	89.0	14.2	111.0	72.5	104.3	29.3	356.0	154.6	467.5	205.4	210.7	54.8	115.5	41.2	351.6	109.9	1794.8
% Instr/YTD	16		65		28		43		44		26		36		31		37
% Instr/Current Month	8		59		33		57		50		53		11		20		37

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

Oil Usage:

2024 Oil Used

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
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

2025 Oil Used

MONTH	89549	N341FC	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JAN	2.2	0.0	0.0	1.0	0.0	1.0	0.0	1.0	5.2
FEB	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	3.0
MAR	0.0	0.0	0.0	2.0	1.5	4.0	0.0	5.0	12.5
APR	0.0	0.0	0.0	2.0	2.0	3.0	0.0	3.0	10.0
MAY	0.0	0.0	0.0	0.5	1.0	3.0	0.0	4.0	8.5
JUN	0.0	0.0	0.0	0.5	2.0	6.0	0.0	6.0	14.5
JUL	2.0	1.0	1.0	2.0	3.0	5.0	0.0	3.0	17.0
AUG	0.0	1.0	2.0	2.0	3.0	1.0	4.0	7.0	20.0
SEP	0.0	3.0	1.0	2.0	2.0	2.0	2.0	2.0	14.0
OCT	2.0	1.0	2.0	3.0	1.0	2.0	2.0	6.0	19.0
TOTAL	6.2	6.0	6.0	15.0	16.5	28.0	8.0	38.0	123.7

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:

We are in our second straight month of having a full fleet online. The flying hours have dropped slightly, and required maintenance has slowed since the hours are spread across the fleet.

General reminders:

Pushing and Pulling on the aircraft.

Pretty serious topic, please NEVER push on the nose cone/spinner, and only push/pull from the base/hub area of the propellor, never the tips.

Likewise, on Cessna aircraft, if you push/pull on the elevator to maneuver the plane, please be sure it's at the root. You should NEVER push down on the elevator tips.

Glareshield/Windscreen Care.

Please never set your headsets or any other items on the glareshield. The windshields are made of plexiglass, and scratch very easily. Unfortunately, we already have scratches on the co-pilots side of N4335M. It's important to give your passengers a briefing prior to the flight so they understand what they can and can't do, and ultimately have a more enjoyable experience.

Winter operations started on 11/01/2025.

Please be sure to plug in the engine heaters and install cowl plugs. Please remember, the strap should be on the outside to the cowl, so within the first rotation of the prop, the cowl plugs would be ripped out. And the zippers should all face inward (engine side, you should NEVER see the zippers), and if installed cowl plug flag point straight up.

N341FC:

Frist 100hr completed. We ended up replacing new leading edge fresh air scoops and elbows, MLG brake rotors and disks, new front tire/tube, and installed a block heater.

N96573:

Completed 50hr oil change/inspection.

Troubleshoot Hobbs and Digital Clock. The clock was causing a fuse to blow, so we installed the old clock temporarily and sent the digital clock back for a warranty replacement.

N62104:

Started the annual on 11/24. It was slightly early, but within 5hrs. The hope is to get it done and back online prior to the 100hr expiring on N96573.

684SP:

The 100hr/annual was completed in November and RTS. No major issues to report. There were two instruments that required overhaul, and several items found on the first annual back from Planecare that were addressed, but this extended our normal 100hr/annual interval slightly.

N2806M:

Nothing to report

N1963T:

Nothing to report

N4335M:

100hr/Annual completed in Nov. no major issues to report. We did remove the wheel pants for winter operations. And similar to N2806M, there is a pretty large opening where the wheel pant fairings used to be. Ben is working on cover plates, but the aircraft are airworthy.

Maintenance Intervals:

I wanted to share some information on our current maintenance intervals.

Our target for '50hr oil change/inspection' is same day, unless an issue is found during the inspection. And 7-10 days for a '100hr/Annual'. Again, this is all dependent on what's found during the inspections. The good news is we're based on our regular flying and constant maintenance; the number of issues we find are decreasing which improves our averages.

So, what's our actual data look like:

In 2023 & 2024, our '50hr Oil Change/Inspection' was turned around in the same day it was taken offline. This year we've had three outliers due to failures (i.e. cracked exhaust pipes or mufflers, and a landing gear squeak that led to an axle bolt replacement), but the average is still 1.5 days.

In 2023, our average 100-hour/annual RTS interval was 34.4 days. In 2024, and 2025, this improved to 7.5 and 10.2, respectively. And when you look at the raw data, 75% of those were completed in 9 days or less.

I will continue to monitor our actual results and adjust our planned maintenance as necessary.

The charts below are difficult to see, but I would be more than happy to share with anyone that's interested.

Status	Reported Date	Closed Date	Aircraft	Reporting Member	Issue	Category	OOB	RTS	TTR
Closed	05/10/25	05/10/25	N1963T	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	05/10/25	05/10/25	0
Closed	07/20/25	07/23/25	N1963T	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	07/20/25	07/23/25	5
Closed	01/11/25	01/13/25	N2806M	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	01/11/25	01/13/25	4
Closed	09/28/25	09/29/25	N2806M	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	09/28/25	09/29/25	0
Closed	09/02/25	09/02/25	N2806M	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	09/02/25	09/02/25	0
Closed	07/30/25	08/06/25	N341FC	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	07/30/25	08/06/25	7
Closed	08/28/25	08/28/25	N4335M	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	08/28/25	08/28/25	0
Closed	07/05/25	07/05/25	N62104	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	07/05/25	07/05/25	0
Closed	08/06/25	08/07/25	N684SP	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	08/06/25	08/07/25	1
Closed	01/15/25	01/15/25	N96573	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	01/15/25	01/15/25	0
Closed	05/08/25	05/08/25	N96573	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	05/08/25	05/08/25	0
Closed	10/07/25	10/09/25	N96573	Chip Vignolini	50hr Oil Change/Inspection	Oil Change	10/07/25	10/09/25	2

Status	Reported Date	Closed Date	Aircraft	Reporting Member	Issue	Category	OOB	RTS	TTR
Closed	02/01/25	02/11/25	N1963T	Chip Vignolini	100hr/Annual	Annual	02/01/25	02/11/25	20
Closed	09/11/25	10/08/25	N1963T	Chip Vignolini	100hr/Annual	Annual	09/11/25	10/08/25	17
Closed	03/18/25	04/11/25	N2806M	Chip Vignolini	100hr/Annual	Annual	03/18/25	04/11/25	15
Closed	07/11/25	07/20/25	N2806M	Chip Vignolini	100hr/Annual	Annual	07/11/25	07/20/25	9
Closed	10/18/25	10/26/25	N2806M	Chip Vignolini	100hr/Annual	Annual	10/18/25	10/26/25	7
Closed	10/10/25	10/18/25	N341FC	Chip Vignolini	100hr/Annual	Airframe	10/10/25	10/18/25	8
Closed	10/16/25	11/07/25	N4335M	Chip Vignolini	100hr/Annual	Airframe	10/16/25	11/07/25	12
Closed	04/10/25	04/17/25	N62104	Chip Vignolini	100hr/Annual	Annual	04/10/25	04/17/25	7
Closed	08/16/25	08/21/25	N62104	Chip Vignolini	100hr/Annual	Annual	08/16/25	08/21/25	5
Closed	11/02/25	11/20/25	N684SP	Chip Vignolini	100hr/Annual	Annual	11/02/25	11/20/25	18
Closed	03/20/25	03/23/25	N96573	Chip Vignolini	100hr/Annual	Annual	03/20/25	03/23/25	5
Closed	06/05/25	06/10/25	N96573	Chip Vignolini	100hr/Annual	Annual	06/05/25	06/10/25	5
Closed	08/12/25	08/16/25	N96573	Chip Vignolini	100hr/Annual	Annual	08/12/25	08/16/25	4

Leaseback:

N89549:

Annual will be expiring on 10/31/2025.

Holiday Party Pictures:

Please don't forget to send in your pictures for the holiday party. There are 3 ways to send them in: email, Dropbox, or google photos drive.

https://www.dropbox.com/scl/fo/zz06uffg9ioo21j0hj27q/AA7DJBjwa0F_NCyl5dhp69nE?rlkey=hts9lg6bdzj8be0n4zdcd9gqv&st=9j414kvz&dl=0

<https://photos.app.goo.gl/bgHaYyUmgLQdN4zXA>

REMINDERS:

OIL:

N89549:

Use **Aeroshell 80**, only add when below 5qts, and add only full quarts.

N684SP, N341FC, N62104, N96573, N2806M, and N1963T:

Use **Aeroshell 15w-50**, only add when at or below **5qts**, and only add full quarts.

N4335M:

Use **Aeroshell 15w-50**, only add when at or below **9qts**, and only add full quarts.

Report all Oil Consumption in SkyManager

Please let me know if any hangar is running low on oil.

Oil Heaters:

Starting 11/1, please plug in the engine block heaters and refer to the winter starting procedures.

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

Call, Text, or Email

(412)215-1225

chipvig@gmail.com

Supporting Links:

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

Please look for November Meeting Minutes in the next newsletter

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.