

this issue

Current News | 1

Leadership Corner | 2

Earning Their Wings | 2

From the Right Seat | 3

Member Spotlight | 4

New Members | 4

Upcoming Events | 4

Maintenance Corner | 5

Meeting Minutes | 8

*Photo Credit: Chris Vermilya*

Night Flying Season Is Back!

On Sunday, November 1, we set our clocks back an hour, and sunset at Zelienople jumps from 6:17 p.m. to 5:16 p.m. overnight. By early December, the sun will be down before 4:55. For many of us, the after-work flight we took all summer now ends in the dark.

The good news: this is our first fall with KPJC's upgraded runway and taxiway lighting and a working rotating beacon. There's never been a better time to get comfortable flying at night from our home field. A few reminders before you go:

Know which "night" you mean. The regulations use three definitions. Position lights are required from sunset to sunrise. You can log night time from the end of evening civil twilight to the beginning of morning civil twilight, roughly 30 minutes after sunset around here. And to carry passengers at night, you need three takeoffs and landings to a full stop in the preceding 90 days, between one hour after sunset and one hour before sunrise. A summer of daytime flying won't keep you night current.

Plan more fuel. VFR fuel reserves go from 30 minutes by day to 45 minutes at night. With fewer lit airports along the way and no daylight to spot a field, that extra fuel is cheap insurance.

Prepare the cockpit. Carry at least one flashlight, ideally two, with one on a red or dim setting. Set up your charts, EFB and panel lighting before engine start. Full dark adaptation takes about 30 minutes, and one glance at a bright screen can undo much of it.

Respect the dark. Terrain and towers disappear at night, and our hills and river valleys look very different after sunset. Fly higher than you would by day, know the obstacle heights along your route, and watch for "black hole" approaches to runways with little surrounding light. Clouds are hard to see at night too, so give yourself extra margin on weather.

If it's been a while, fly with an instructor. A night session with one of our CFIs is a great way to regain currency, practice a lighting failure, and see the new lights at their best.

Night flying is some of the most rewarding flying there is: smooth air, quiet frequencies, and the lights of Pittsburgh on the horizon. With a little preparation, shorter days don't have to mean less flying.

Board Elections Occur in October

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!



Leadership Corner

by Keith McPherson

Fall is here! The temperatures are becoming cooler, the leaves are turning, and the days are getting shorter! For pilots, that means better aircraft performance, a great time for sightseeing flights, and time to think about night currency. If you haven't completed the requisite three night takeoffs and landings to a full stop in the last 90 days, it may be prudent to get with an instructor to dust off those night flying skills.

October is also when we hold the Winter Seminar at the monthly membership meeting. We'll be reviewing winter flying fundamentals as well as Condor procedures in and around the hangar during the winter months. Attending a Winter Seminar is required to fly from November 1st to March 31st. If you cannot attend the October meeting, you will need to get with an instructor to review the materials.

Last and certainly not least is the Annual Election. Each year at the October meeting, three of the nine positions on Condor's Board of Trustees are up for re-election. Full Members in good standing are eligible to cast their vote. The candidate bios are available on the SkyManager home page, and nominations are currently open until the October meeting. Remember, you must be present to vote. Hope to see you at the October 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!!!

- Alan Connor – Certified Flight Instructor – Instrument (CFII) – September 2026
- Michael Lukasik – Tailwheel Endorsement – September 2026
- Ryan Kozlowski – High Performance & Complex Endorsements – September 2026
- Keith McPherson – Tailwheel Endorsement – September 2026
- Robert McMahon – High Performance Endorsement – September 2026

General Club Meeting

The Condor Aero Club will meet on **Tuesday October 6th at 7:30pm 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 **7:00pm**, 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 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!

condoraeroclub@gmail.com
<http://www.condoraero.com>

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

Kip Sobel
(412) 848-2333
kipsobel@gmail.com

Secretary

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

Treasurer

Robert Beck
(412) 997-8400
robert.beck@mallardtrace.com

Membership

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

Maintenance/Hangars

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

Director of Flight Training and Standards

Chris Wohlgemuth
(724) 759-3166
chriswohlgemuth@gmail.com

Programs

Ed Sattely
(724) 816-1290
edsattely@hotmail.com

Safety

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

Condor Instructors

Chief Flight Instructor

Chris Wohlgemuth
724.759.3166
chriswohlgemuth@gmail.com

Rick Aulicino
412.952.2380
bluepilot78@gmail.com

Cheyenne Caporosso
724.544.8331
cheyseik@gmail.com

Alan Connor
412.969.3820
adcst12@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

Keith McPherson
412.853.3792
keithmac89a@gmail.com

Ahmed Reza
412.370.7478
areza@rezas.net

Trenton Seik
724.944.3508
trentonseik05@gmail.com

Christine St. Onge
412.427.5386
chrisc17b@aol.com

Sebastian Sweet
724.674.4356
s.sweet8523@gmail.com

Jake Vagias
724.368.3659
jkvav@zoominternet.net

Chris Vermilya
412.627.3261
vermilyacd1@gmail.com

JR Vickerman
724.321.7697
velo-one@outlook.com

Tim Weber
412.600.6714
mugseybt39@hotmail.com

Brandon Wood
724.986.5721
brandwood429@gmail.com

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

From the Right Seat

by Chris Wohlgemuth



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.

Ask most pilots when carburetor ice is a threat and they'll picture a cold winter day. From the right seat, some of the most memorable carb ice encounters we've seen happened on crisp, damp fall mornings, exactly the kind of weather western Pennsylvania serves up in October and November.

Picture it: a cool October morning, 55°F with a dew point of 52°F, a bit of haze still hanging over Connoquenessing Creek. You're level at 3,000 feet with the power set, enjoying the fall colors. Ten minutes later the tach reads 2,250 instead of 2,400, and you

don't remember touching the throttle. That's often how carb ice starts: quietly, gradually, and while you're busy looking at something else.

Carb ice doesn't need freezing temperatures. As air speeds up through the venturi and fuel evaporates, the temperature inside the carburetor can drop by as much as 70°F. That means ice can form on a day in the 50s or 60s, and the FAA notes it's possible in outside temperatures as warm as 100°F. The real ingredient is moisture. Small temperature/dew point spreads, morning fog in the river valleys, and a recent rain are all signs to be thinking about carb heat.

If you want to see just how wide the danger zone is, look up the FAA's carburetor icing probability chart (it's in Special Airworthiness Information Bulletin CE-09-35). Plot the temperature and dew point from a typical fall METAR, and you'll likely land in the "serious icing at glide power" area. It's a great tool to add to your preflight weather briefing.

Most of our fleet is carbureted. The 172SP and the Arrow are fuel injected, but the rest of the line isn't, so know which one you're flying. Know the symptoms. In our fixed-pitch airplanes, the first sign is usually a gradual RPM drop you didn't command, often followed by roughness. It's easy to miss during cruise if you've been nudging the throttle to hold power, so make a habit of scanning the tachometer.

Know what carb heat will do. When you pull carb heat, RPM drops because warm air is less dense. If ice is present, the engine may run rougher for a moment as the ice melts and passes through. Resist the urge to push the heat back in. Give it time, and RPM should recover above where it started. Use all of it. Without a carburetor temperature gauge, carb heat is an all-or-nothing tool. Partial heat can warm the air just enough to melt some ice and then let it refreeze, or even raise the air temperature into the range where ice forms most readily. Pull it all the way out, and leave it there until the engine is running smoothly.

Low power is the danger zone. Carb ice forms most easily with the throttle partly closed, during descents, pattern work, and practice maneuvers, just when the engine produces the least heat. That's why our checklists call for carb heat at reduced power. Just remember the Cessnas and the Piper handle it differently on approach, so follow the POH for the airplane you're in. Also, remember it on the go-around. Heated air is less dense, so carb heat costs you power right when you need it most. If you go around, or during touch-and-goes, push the carb heat in as you add full power. We see this one missed often in the pattern, especially when a go-around catches a pilot by surprise.

Don't skip the runup check. A carb heat check on the ground confirms the system works and can reveal ice that formed while taxiing. Keep it in your emergency flow. If the engine runs rough or loses power, carb heat is one of the first items to reach for, right alongside fuel selector, mixture and mags. It's a big reason we drill those flows during flight reviews. When the engine starts making strange noises, you want your hands to know what to do before your brain catches up. On the ground, carb heat pulls in unfiltered air, so keep it off while taxiing unless icing is a real concern. Dust and grit are no friend to the engine.

Carb ice isn't something to fear. It's something to anticipate. On the next cool, damp morning at KPJC, think about it before start-up, watch the tach, and use carb heat early and often.

Member Spotlight – Meet Showayne Samuels!

What certificates/ratings do you hold?

Private

How many hours do you have?

265TT

How long have you been flying?

8 years

When did you join Condor?

July 2010

What prompted you to look skyward?

I was born and spent half of my life in Jamaica. I remember, when I was around 8 or 9 years old, a Delta commercial airliner flew over my house

I was so fascinated by the size of that plane as it soared through the sky.

From that moment on, I had a flight bug.

What is your favorite part of flying?

There is nothing that can compare to that Birds Eye view.

What is your next aviation goal?

My next aviation goal is to obtain my Instrument rating and onward to commercial.

What is your favorite aircraft?

Favorite aircraft would be any one of the Cessna Citation lineup. The climb rate in those things is insane.

Any words of wisdom to share?

If you dedicate your mind and time to any endeavor, you will undoubtedly achieve your desired outcome.



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!

- Brian Potts
- James Paxton
- Lee Coates
- Andrew Lageman

Upcoming Events

Mark your calendars for these upcoming aviation events!

- What events are you planning to attend, let me know!

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!

[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.

N341FC (C172N) - \$145

N96573 (C172P) - \$155

N62104 (C172P) - \$155

N684SP (C172S) - \$160

N2806M (P28A) - \$160

N1963T (P28R) - \$180

N4335M (P28B) - \$185

Off field fuel reimbursement:
\$7.65/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

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

Sep 2026

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.



Aug Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N341FC:

Started 100hr/annual

N96573:

100hr/Annual. Replaced LH&RH brake linings and rotors, installed new primer line kit. LH Mag failed, replaced w/spare

N62104:

50hr oil change/inspection, Pitot/Static/Transponder check completed, repaired outside air vent

N684SP:

N2806M:

Tach cable replaced w/new

N4335M:

100hr/Annual completed; exhaust gaskets, NLG tire, tube and wheel assembly, RH&LH brake linings, heat muff repairs, dynamic prop balance, #5 cylinder EGT fixed

N1963T:

100hr/Annual completed, LH MLG tube replaced

Clubhouse:

This has been going well so far, very few issues with access codes, and adding new members as we go.

As always, please let me know if you have any access issues.

Hangars:

Sep Planned Maintenance:

GPS Databases on all Aircraft:

N341FC:

100hr/Annual

N96573:

50hr oil change/inspection

N62104:

100hr/annual

N684SP:

50hr oil change/inspection

N2806M:

100hr/annual

N4335M:

N1963T:

Time Remaining on 100hr/Annual: (As of 09/29)

N96573 = 60.1

N62104 = DUE NOW

N341FC = 67.7

N684SP = 25.3

N2806M = 98.6

N4335M = 58.8

N1963T = 81.2

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 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.

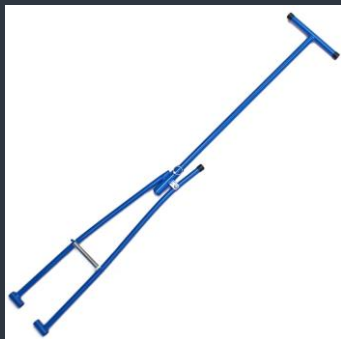
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

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:

2025 Flight Hours																
MONTH	N341FC		684SP		62104		96573		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
AUG	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	113.1
SEP	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	96.7
OCT	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	80.4
NOV	20.9	13.5	15.6	2.8	31.6	21.1	23.7	16.6	14.2	4.9	8.0	1.6	22.0	1.3	115.1	48.3
DEC	9.6	7.0	12.1	5.8	14.5	7.0	7.9	4.7	0.0	0.0	6.0	0.0	4.0	1.4	44.5	18.9
TOTAL	141.5	93.0	132.0	37.9	402.1	182.7	499.1	226.7	224.9	59.7	129.5	42.8	377.6	112.6	2011.4	737.2
% Instr/YTD	66		29		45		45		27		33		30		37	

2026 Flight Hours																
MONTH	N341FC		684SP		62104		96573		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JAN	22.6	13.5	5.9	3.0	29.2	21.1	18.9	7.4	5.4	3.3	9.7	1.3	16.4	1.3	108.1	50.9
FEB	15.1	8.2	13.3	8.2	19.2	8.1	32.8	11.9	5.7	1.1	10.1	3.2	9.5	1.6	105.7	42.3
MAR	16.1	9.2	17.9	4.9	34.0	8.2	26.6	18.2	19.9	7.7	1.3	0.0	7.8	5.4	123.6	53.6
APR	30.0	14.8	29.7	15.0	38.6	15.8	40.3	26.0	24.0	7.1	0.0	0.0	12.0	0.0	174.6	78.7
MAY	27.8	10.8	44.3	14.8	72.0	30.7	29.0	8.2	11.5	7.1	13.3	5.3	29.7	2.4	227.6	79.3
JUN	37.2	12.1	19.2	3.6	65.5	31.5	46.8	24.8	12.5	3.7	22.1	2.0	40.8	8.3	244.1	86.0
JUL	44.4	16.2	35.4	4.3	30.1	16.5	53.3	21.5	26.4	1.1	32.0	1.2	30.9	2.4	252.5	63.2
AUG	26.9	3.7	23.7	6.8	59.9	34.2	38.6	20.2	11.2	0.0	15.1	8.7	34.4	6.1	209.8	79.7
TOTAL	220.1	88.5	189.4	60.6	348.5	166.1	286.3	138.2	116.6	31.1	103.6	21.7	181.5	27.5	1446.0	533.7
% Instr/YTD	40		32		48		48		27		21		15		37	
% Instr/Current Mo	14		29		57		52		0		58		18		38	

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

Oil Usage:

2025 Oil Used

MONTH	341FC	684SP	62104	96573	1963T	4335M	2806M	TOTAL
AUG	1.0	2.0	2.0	3.0	1.0	4.0	7.0	20.0
SEP	3.0	1.0	2.0	2.0	2.0	2.0	2.0	14.0
OCT	1.0	2.0	3.0	1.0	2.0	2.0	6.0	19.0
NOV	1.0	0.0	2.0	1.0	5.0	0.0	3.0	12.0
DEC	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
TOTAL	8.0	6.0	17.0	17.5	33.0	8.0	41.0	136.7

2026 Oil Used

MONTH	341FC	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JAN	1.0	0.0	1.0	0.0	0.0	0.0	2.0	4.0
FEB	0.0	1.0	1.0	1.0	0.0	1.0	1.0	5.0
MAR	0.0	1.0	1.0	2.0	2.0	0.0	0.0	6.0
APR	3.0	1.0	3.0	1.0	2.0	0.0	0.0	10.0
MAY	1.0	2.0	2.0	1.0	2.0	1.0	1.0	10.0
JUN	3.0	0.0	3.0	2.0	1.0	2.0	2.0	13.0
JUL	4.0	2.0	1.0	2.0	5.0	4.0	1.0	19.0
AUG	2.0	1.0	1.0	1.0	1.0	1.0	0.0	7.0
TOTAL	14.0	8.0	13.0	10.0	13.0	9.0	7.0	74.0

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:

Our flying hours dropped a bit in Aug, ~210 hours, and ~80 hours (~38%) were instruction. But we had busy month of maintenance.

We completed (4) 100hr/Annuals, and (1) 50hr oil change.

I want to thank everyone again for your support and cooperation when we have to ground an aircraft for maintenance. Everyone has been very flexible moving to other aircraft as needed.

Please remember to send my any long cross-country trip plans and scheduled check-rides. This helps in planning the scheduled maintenance around these activities.

General Reminders:

Oil Checking Prior to Flight Tips.

Please don't overtighten the dip stick. You only need to ensure it's snug. The engine create a slight vacuum when running and it will tighten the dip stick, which could make it almost impossible to loosen by hand.

Also, please be aware of the engine temp. If you check the oil right after flying, it may seem low because the oil has thinned out and is spread throughout the engine case. It's always best to get a reading when the engine is cool.

I wanted to leave this in, because we appear to be going through excessive oil on 'newly' overhauled engines. Always check when the engine is cool.

Cessna Door Locks.

This is another tricky one, the doors are designed to close from the outside but not lock, meaning the inside handle should not fall over top dead center. If it does, you'll never get the door back open. I should say easily, lol. It is possible to crawl through the luggage, ask Jake for tips.

Normally this isn't an issue, but it has happened and something you should be aware of.

Also, if you fly solo from the right seat, and lock the doors from the inside during the flight (as you should), please make sure when you return the aircraft to the hangar, the left door handle is lifted up from the inside to ensure it's unlocked.

Bugs (this continues to be an issue)!

It's time to start cleaning the aircraft when you return. All leading edges, this includes the elevator and rudder, along with the wings and cowling. And please don't forget the underside of the flaps. These huge surface areas at low and slow speeds tends to kill tons of bugs!

I also purchased new scrub brushes to help in the process.

Reduce Engine Idle to below 1000RPM and Lean the Mixture Immediately after Startup.

I can't tell you the number of times I've heard aircraft running while in the chute at high RPM. This is extremely hard on an air-cooled engine.

Starting Procedures

Please be sure to follow the starting procedures. Especially as we move into fall/winter. We have had a number of issues recently on the fuel injected engines.

N684SP:

Nothing to report

N341FC:

We are aware of the 'hard' starting, and are looking into it.

N62104:

In for 100hr/Annual now.

N96573:

100hr/annual completed. Replaced LH&RH brake linings and rotors. Installed new primer line kit. Replaced LH Mag with one of our spares.

N2806M:

Tach cable replaced w/new

N4335M:

100hr/Annual completed. Exhaust gaskets, NLG tire, tube and wheel assembly, RH&LH brake linings, heat muff repairs, dynamic prop balance, #5 cylinder EGT fixed

N1963T:

100hr/Annual completed, LH MLG tube replaced

Hangars:

No issues to report. We did ensure all hangars have a 3-step stool for Cessna's and either a 3-step or 2-step stool for the Piper's.

We also have 5gal buckets in each hangar, and will ensure sand is added as we prep for winter flying.

Clubhouse:

The electronic keypad transitioned has gone better then expected. Very few issues with codes not working, etc.

If you have any questions or issues with your code, please reach out to me.

REMINDERS:

OIL:

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 4/1, no need to plug in block heaters

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

September 1st, 2026

*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 September 1, 2026 Condor Aero Club meeting to order at 7:30pm. The president asked the members and guests that were able to stand to please rise for the Pledge of Allegiance. The visitors and guests were then requested to stand and introduce themselves. Steve (visitor) mentioned that this was the best club in the area. Michael Lukasik received his tailwheel endorsement.

Minutes

Larry Schaeffer moved and Joe Sanfilippo seconded, "The July 2026 Condor Aero Club Regular Meeting Minutes are approved."
-Motion carried.

Readings:

1st: Cody Alvetro, Shane Kadlik, Carter Strosnider

2nd: Brian Potts, James Paxton, Lee Coates, Andrew Lageman

Membership:

Robert reported the current number of Condor members is 211. There are also new members in the queue.

See Treasurer's Report on Following Page

Maintenance Report

Chip Vignolini read the maintenance report. For more detailed information and upcoming maintenance, please refer to the Condor Aerogram.

We flew 209.8 hours last month, last year we had flown 293.6. We were down from last year. Four annuals and one 50 hr was completed last month.

Chip informed the membership that the 1229 keycode was removed.

Keith M. recognized Chip for his proactive approach in replacing the piston pins on the Dakota.

Chip also announced that there will be a poker run email being sent out soon..

Picnic:

Keith thanked everyone for their attendance and side dishes that were brought to the picnic. He also acknowledged that this year's picnic was much more economical. Keith also thanked John Williams for supplying the shaved ice at the picnic. Everyone agreed that a great time was had by all. Cindy thanked the membership for their contributions that are put in the "donation jar" as it defrays the cost for the social events.

Scholarship Fund

Robert Beck had Joe Sanfilippo, Jake Vagias, and Glenn Kaiser spoke to the membership regarding the Scholarship. It is for check ride reimbursement at this point. It is being called: ATSP: Aviation Training Scholarship Program.

Treasurer's Report (August):

Condor Aero Club, Inc.
Treasurer's Report
For the one-month period ended August 31, 2026

OVERVIEW			
As of August 31, 2026			
Cash			\$ 153,610.36
Operating Account	\$	21,716.60	
Money Market Account	\$	131,893.76	
Accounts Receivable			\$ 8,188.15
Members	\$	8,188.15	
Hangar Tenants	\$	0.00	
Prepaid Member Accounts Balance			\$ 112,115.31
Prepaid Hangar Tenant Accounts Balance			\$ 2,450.00
Aviation Training Scholarship Program (ATSP) Balance¹			\$ 3,444.04
Loans Payable			\$ 115,148.98
Line of Credit	\$	0.00	
N341FC	\$	115,148.98	

STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS			
For the one-month period ended August 31, 2026			
BEGINNING CASH ACCOUNTS BALANCE	\$		127,655.26
RECEIPTS			
Aircraft Maintenance (Engine Deposit Return N2806M)	\$	16,000.00	
Hangar Rent	\$	2,530.00	
Interest Income	\$	259.00	
(Unrestricted)	\$	251.84	
(Restricted – ATSP)	\$	7.16	
Member Payments (Aircraft, Dues, Initiation, Insurance, Prepayments)	\$	27,924.71	
Programs; Tailwheel Endorsement Initiative (Admin Fees)	\$	500.00	
TOTAL RECEIPTS	\$		47,213.71
DISBURSEMENTS			
Aircraft Maintenance	\$	9,488.55	
(N2806M)	\$	602.11	
(N62104)	\$	6,893.16	
(N96573)	\$	1,542.78	
(Fleet)	\$	450.50	
Cleaning and Maintenance	\$	150.00	
Fuel (Aircraft)	\$	10,162.96	
Meeting Expense (Committee)	\$	19.26	
Nonemployee Compensation (Accounting and Banking)	\$	225.00	
Security Expense (Fire Alarm)	\$	37.50	
Summer Picnic Expense (Supplies)	\$	942.52	
Utilities	\$	232.82	
TOTAL DISBURSEMENTS	\$		21,258.61
EXCESS OF RECEIPTS OVER DISBURSEMENTS	\$		25,955.10
ENDING CASH ACCOUNTS BALANCE	\$		153,610.36

¹Aviation Training Scholarship Program (ATSP)		
Balance as of 8/4/2026 (Date of Program Adoption)	\$	3,436.88
Interest Earned, August 2026	\$	7.16
Balance as of 8/31/2026	\$	3,444.04

The August report: Hal Repasky moved and George Samo seconded, "The Condor Aero Club Treasurer's Report is accepted".
 - Motion Carried.

Treasurer's Report (July provided for reference due to there being no August meeting):

Condor Aero Club, Inc.
Treasurer's Report
For the one-month period ended July 31, 2026

OVERVIEW			
As of July 31, 2026			
Cash		\$	127,655.26
Operating Account	\$	21,020.50	
Money Market Account	\$	106,634.76	
Accounts Receivable		\$	10,477.80
Members	\$	10,147.80	
Hangar Tenants	\$	330.00	
Prepaid Member Accounts Balance		\$	121,168.20
Prepaid Hangar Tenant Accounts Balance		\$	2,800.00
Scholarship Fund Balance		\$	3,436.88
Loans Payable		\$	115,148.98
Line of Credit	\$	0.00	
N341FC	\$	115,148.98	

STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS			
For the one-month period ended July 31, 2026			
BEGINNING CASH ACCOUNTS BALANCE		\$	112,710.03
RECEIPTS			
Equipment Sales (Avionics)		\$	5,500.00
Hangar Rent		\$	1,870.00
Interest Income		\$	213.05
Member Payments (Aircraft, Dues, Initiation, Insurance, Prepayments)		\$	51,842.59
Programs; Tailwheel Endorsement Initiative (Admin Fees)		\$	500.00
TOTAL RECEIPTS		\$	59,925.64
DISBURSEMENTS			
Aircraft Maintenance		\$	12,583.25
(N2806M)	\$	3,656.61	
(N4335M)	\$	1,394.38	
(N684SP)	\$	6,421.38	
(Unallocated)	\$	1,110.88	
Cleaning and Maintenance		\$	150.00
First Flight Party Expense (Room Reservation and Security Deposit)		\$	375.00
Fuel (Aircraft)		\$	14,117.88
General and Administrative (Certified Copies of Articles of Incorporation)		\$	67.00
Lease (Land)		\$	2,056.62
Loan Payment (N341FC)		\$	3,998.56
Meeting Expense (Social)		\$	812.19
Nonemployee Compensation (Accounting and Banking)		\$	225.00
Nonemployee Compensation (Maintenance Director)		\$	900.00
Programs; Tailwheel Endorsement Initiative (Dues and Insurance)		\$	900.00
Programs; Tailwheel Endorsement Initiative (Membership)		\$	3,000.00
Repairs and Maintenance (Hangar)		\$	4,535.34
Repairs and Maintenance (Pilot's Lounge)		\$	188.75
Security Expense (Fire Alarm)		\$	37.50
Summer Picnic Expense (Supplies)		\$	336.81
Supplies (Pilot Lounge)		\$	97.84
Utilities		\$	598.67
TOTAL DISBURSEMENTS		\$	44,980.41
EXCESS OF RECEIPTS OVER DISBURSEMENTS		\$	14,945.23
ENDING CASH ACCOUNTS BALANCE		\$	127,655.26

Charter and Operating Rules

Robert Beck reported the governance is up to date. Ahmed Reza verified that there were 66 people which consisted of a quorum. The last time there was an update was March 2022. There are three separate documents: Charter, Bylaws, and Operating Rules. He recognized Greg Jarosz, Jake Vagias, Mike Finke, and James "Jay" McBride. The work on these documents started ten months ago. Soon: shortly after the present time. Dan Cox asked the questions regarding the 1st and 2nd meeting attendance. That is documented under on/off boarding. The Operating Rules will be more fluid for the Board to vote on. The Charter and Bylaws is what the membership will vote on.

Dan Cox moved and Kip Sobel seconded, "The Condor Aero Club Charter and By-Laws are accepted". - Motion Carried unanimously.

Draggin' Tails Partnership

Kip Sobel reported on the partnership with Draggin' Tail Pilots club. Michael Lukasik received his tailwheel endorsement. Kip asked him to speak regarding his endorsement. He said he enjoyed it and it is a good opportunity to learn something new. It took him three weeks. Kip said there are 9-10 people in the pipeline.

Fleet Strategy

Keith discussed the members who are participating on this committee is 12-15. There is a survey that would be beneficial for the membership to fill out so this team could make decisions for strategizing the fleet. They will be meeting again on September 12, 2026.

SkyManager

Keith along with some others are looking for alternatives to SkyManager. One platform is Cleared360.com. Cleared360 was developed by several pilots/software developers in Ohio to support flying clubs. Keith may ask for some members to volunteer to experiment with it.

Elections

Keith announced that next month was elections. There are three board positions open. Jake volunteered to be the elections officer. He then opened the floor for nominations. Chris Vermilya was nominated (he was not there so it will be validated that he accepts the nomination). Robert Beck and Ed Sattely were nominated and accepted. The nomination process will be open until the October 6th meeting. Please get your biographies (a couple paragraphs) to Jake by mid-month.

Program

Keith/Ed did a program on collision avoidance in high traffic areas. Helicopters are right traffic and general aviation is left traffic. (unless noted on sectional) Keep your head on a swivel. You, the pilot need to "see and avoid".

Adjournment

Cindy Smith moved and Larry Schaffer seconded, "The September meeting of the Condor Aero Club is adjourned". -Motion Carried