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*Photo Credit: George McGuire*

Extra Eyes in the Sky

How often do you request flight following from ATC? Some pilots leverage this service on every flight outside of the immediate vicinity of their home airport, others only when completing a cross country mission, and still others who prefer to stay outside of the system for a variety of reasons. Whatever the reasons may be for this decision, it's a service worth considering to increase your margin of safety.

The next natural question is, how do I make sure to get a controller who won't be agitated with my request? I've found pizza works well... along with knowing what to ask for and how to ask for it! When asking for flight following, ATC needs several pieces of information in order to properly meet your request:

- Who you are – tail number and aircraft type
- Where you are – don't forget your altitude
- What you want
 - Flight following to your destination (airport or point of interest)
 - Requested altitude

Let's take an example of flying from PJC to OSU. Once airborne and clear of the PJC vicinity, here's how to get things rolling:

- PIT Approach, N62014
- N62104, PIT
- N62014 is a Cessna 172, over the Ellwood City VOR, 3,000 ft. Requesting flight following to KOSU at 6,500 ft.

A few things to remember:

- Don't fly into any Bravo airspace unless cleared to do so! Flight following does not automatically provide this clearance.
- While flying VFR with flight following, you can still alter your altitude and direction of flight as desired! However, be aware that ATC appreciates a heads up and in some cases, may ask that you maintain altitudes and/or headings unless you advise prior to any changes.
- Flight following is a workload permitting service meaning it's not guaranteed to be provided.

On a final note, any of our club instructors would be happy to provide a refresher on ATC communications and the benefits of flight following. Give them a call today!

*March Trivia: What is the maximum demonstrated crosswind component for each aircraft in the Condor fleet?
Answer: C152:12kts; C172s:15kts; PA28:17kts; PA28R:17 kts*



President's Corner

by Keith McPherson

Hi All! Happy Spring!

The weather is getting very nice for flying. If you've not flown in a bit, suggest you get with an instructor, and get some practice in. We're headed into some great weather, so get out and enjoy the season.

Our aircraft are up & operational, so we have a wide line of planes to choose from.

Enjoy the spring!

Earning Their Wings!



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

- John Hagan – First Solo – March 21st, 2021
- Carlos Martinez Parra – First Solo – April 5th, 2021
- Hyrum Wright – First Solo – April 14th, 2021
- Azarakhsh Keipour – First Solo – April 14th, 2021
- Come on... who's next?!?

General Club Meeting

The Condor Aero Club will meet on **Tuesday May 4th at 8pm in N684SP's hanger**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and a great presentation from Ross Edmonson about his flight around the world!

Come early to catch up with old friends, make some new ones, and enjoy some delicious eats provided by our own Cindy and JP! Our social kicks off at **7:30pm**, don't miss it!

Sky Manager Tips



As the weather warms up, please be considerate of others. 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!

Having issues checking a plane out of Sky Manager? Make sure your profile is 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. We're nearly through the cold but ice is still a significant concern as the temperatures fluctuate!

Dues and Insurance – 2021 dues and insurance were due on December 31st, 2020. Please ensure your account is paid for full flight privileges.

COVID Release – To protect our members, please read, sign, and adhere to the club's COVID policy and return your signed agreement to Dorothy.

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 – BFR dates are also maintained by the club. If your review date passes, flight privileges will be revoked until you complete your BFR and provide an update to Dorothy.

Contact Us

Have a question for the club?
Interested on joining?
Have something to share?
Reach out anytime!

accounts@condoraero.com
<http://www.condoraero.com>



[Join us on Facebook!](#)

Feel free to contact any board member below if you have a specific question

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From the Right Seat

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

We pride ourselves in our fleet and would appreciate your help in keeping our aircraft looking their best! We have noticed several aircraft being put away with only partial, or in some cases no cleaning of the leading edges and/or windscreen, and other incomplete post-flight procedures. Please remember to follow club policies and leave enough time to complete your post flight responsibilities!

As we roll into warmer weather, we'd like to provide a refresher on how to properly clean the leading edges and windscreens after each flight. To aid in this process, each hangar has had new supplies added to facilitate the cleaning process.

- **Cleaning:**
 - **Leading Edges** includes the following surfaces on all aircraft:
 - Leading edges of both wings
 - Spinner
 - Front of the engine cowling
 - Font of the wing struts (Cessnas)
 - Leading edges of the horizontal stabilizer
 - Use the white cloths with the wax cleaner in the spray bottles
 - **Note: elbow grease required to ensure all insect remnants are removed!**
 - **Windscreen and Windows**
 - Use the yellow microfiber cloths with the window cleaner in the blue cans
- **Other Clean-Up Items**
 - Fasten the seat belts
 - Remove all garbage from the aircraft (check the pockets!)
 - During winter months, replace the cowl plugs and plug in the oil pan heater



Words of Wisdom from our Chief Flight Instructor

Hope everyone is enjoying the beautiful flying weather! We had our highest-flying hours for March in years-great to see our fleet flying so much! We currently are enjoying our awesome club Cessna N98887 in Key West. This has been the furthest I've flown in a GA airplane and it has definitely been a learning experience! From weather, to airspace, to airport operations, this trip has taught me how to properly prepare for any XC. So, head on out and enjoy our beautiful country in any of our amazing airplanes-just plan accordingly and take your time. Fly safely!

Member Spotlight – Meet Cindy Smith!

What certificates/ratings do you hold?

I have a private pilot's license and I'm currently working on obtaining my IFR certification.

How many hours do you have?

I have a little over 100 hours.

How long have you been flying?

November of 2017.

When did you join Condor?

We joined this awesome club in 2018.

What prompted you to look skyward?

My husband, JP, has always wanted to fly; so he asked me to just join him and learn some basics so I could hopefully save us if anything happened. LOL. Once we started, I was addicted and decided to go ahead and get my certificate. Both of our dads were in the United States Air Force and that was a big influence as well. We also love to travel and with all of these points combined it was a win-win for me! Our flight instructor, Carrie, has been a real inspiration and champion to us as well as being the best flight instructor ever!

What is your favorite part of flying?

I have two things that I love about flying: the first is once you are behind the yoke you think of nothing else except flying and it opens up a whole New World. The second is the confidence it builds within a person; it truly is an accomplishment.

What is your next aviation goal?

Receiving my instrument rating, then commercial.... Leonardo da Vinci said: "once you have tasted flight you will forever walk the earth with your eyes turned skyward, for there you have been, and there you were always long to return."

What is your favorite aircraft?

62104 as that is the plane I passed my checkride in!

Any words of wisdom to share?

Don't ever quit, keep on flying! There is no better feeling than to be at 3500' and realize that you are flying a plane! Wow!!



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!

- Hyrum Wright
- Curtis Graf
- James Kaufman
- Thomas Bennet
- Jeddy Young

Upcoming Events

As we return to normal... or at least a new version of normal, mark your calendars for these upcoming aviation events!

- Sentimental Journey, Lock Haven – June 22-26
- Oshkosh AirVenture – July 26-31
- Reno Air Races – September 14-20

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below.

[Condor Google Drive](#)

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) - \$80
N98887 (C172) - \$105
N96573 (C172) - \$105
N62104 (C172) - \$105
N684SP (C172SP) - \$110
N2806M (PA28) - \$110
N1963T (PA28R) - \$120

Off field fuel reimbursement:
\$5.40/gal

Member Checklist

Remember the following items!

Shutdown:

Avionics Master.....Off
Lights.....All off except beacon
Mixture.....Lean
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 credit 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

Maintenance Corner

Jason's Aircraft Repair

Jason (board/club member and business owner) is responsible for all A&P (Aircraft and Power Plant) and IA (Inspection Authorization) services to our fleet, as well as other customers on the field.

Jason's normal business hours are;

Mon-Fri: 10:00 – 5:00

Unlike other shops, the Condor fleet is given priority over other customers, but we have to keep in mind the Condor fleet is not the only work Jason has.

He is often at the airport outside of normal business hours, but could be working on other projects.



thedarkmetalartstore.com

Mar Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

Replaced carburetor and S.A.T. certification completed.

N96573:

Aircraft returned to full service. Continue to use Aeroshell 80 Mineral oil till Tach Time 2255.0

N98887:

50 hour inspection

N62104:

50 hour inspection

N684SP:

Replaced navigation light switch and repaired navigation light wire. Replaced left main tire (flat spotted). Rebuilt nose strut and shimmy dampener.

N2806M:

Super 50 hour inspection completed. Replaced both mufflers, serviced struts and reinstalled knob on co-pilot seat.

Auto-Pilot is InOp

N1963T:

Replaced nose tire and right main tire tubes. Repaired #1 NAV, and replaced oil door latch.

This issue

Maintenance Update **P.5**

Flight Times, Oil Level, Misc **P.6**

April Planned Maintenance:

N89549:

N96573:

N98887:

N62104:

N684SP:

Annual Inspection

N2806M:

Schedule Auto-Pilot repairs with avionics shop

N1963T:

How to Report an Issue (Reminder)

1. Take Pictures
2. Fill out Squawk sheet in Condor Pilots Lounge
3. Text/Email Chip Vignolini, 412-215-1225, chip.vignolini@verizonwireless.com
4. If there's another reservation immediately after yours, please contact that member.

You should always take pictures of any damage during preflight. A good practice is to also take a picture of the Hobbs/tach pre and post flight.

Please send me a copy of the photo and any issue found during preflight (especially flat spotted tires), so I can immediately follow up with the previous reservation.

If the severity warrants grounding the aircraft. Follow the same steps above, but you'll also find a 'grounded' sign in the back seat pocket. Please place this on the dash.

EYE ON IT

Spring Flying Tips:

This is the season for strong crosswinds. Please make sure you know your personal limitations and if necessary head to KBTP. A strong crosswind at KPJC is usually straight down the runway at KBTP, and we can make arrangements to pick you up and bring the airplane back later.

REMINDER

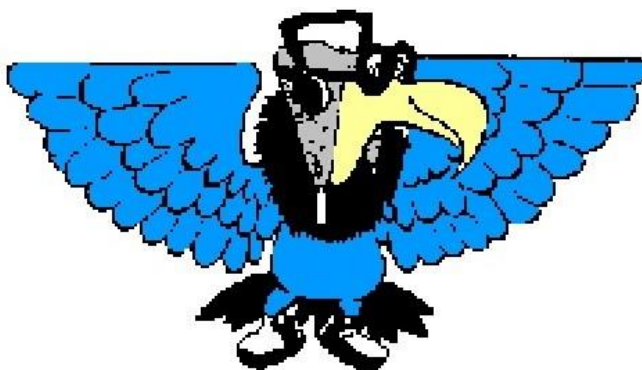
Please report all concerns, questions, or problems to Chip Vignolini.

Call, Text or Email

(412)215-1225

Chip.Vignolini@verizonwireless.com

Reference Sources:



What's required prior to Preflight and Departure?

Always 'check-out' the aircraft in Skymanager and have a destination in the 'Comments' section.

Oil Levels:

There has been some recent questions on 'when do you add oil'.

For our fleet it is only recommended to add oil when it dips below 5.5 quarts, and you should only add enough to bring it back up to 6 quarts.

Anything more than that typically gets blown out of the breather hose.

Misc. Items:

Please continue to plug the aircraft in if the temps are forecasted to below 40 degrees.

Cowl plugs should be used year-round and installed correctly. There is a left and right side (you should be able to see the embroidered tail number), and the zipper side should be closest to the engine, and the strap on the outside of the prop.

Everyone is doing a great job on adding your destination in the comments field, THANK YOU!!

Finally for long trips, please be sure you have a quart of oil and tie-downs.

Up-Coming:

More details to come, but we're planning a 'pre-flight' challenge in the next few months. I think it will be a great exercise to test your skills.

Flight Time:

2019								
MONTH	89549	684SP	62104	96573	98887	1963T	2806M	TOTAL
JAN	14.5	24.4	14.7	14.9	0.0	2.3	16.1	86.9
FEB	16.4	29.8	24.1	32.2	0.0	28.4	28.0	158.9
MAR	23.7	21.0	27.0	26.0	0.0	25.4	25.0	148.1
APR	23.6	22.6	31.0	26.8	0.0	25.9	20.9	150.8
MAY	36.5	35.2	41.1	44.9	0.0	1.7	26.8	186.2
JUN	46.5	35.2	45.3	36.1	0.0	0.0	29.8	192.9
JUL	74.7	53.6	59.4	27.5	0.0	44.2	50.6	310.0
AUG	63.1	44.3	34.0	75.7	0.0	45.1	30.3	292.5
SEP	35.5	20.1	73.5	68.4	0.0	50.0	24.2	271.7
OCT	25.1	59.7	65.8	47.9	0.0	33.3	40.2	272.0
NOV	23.9	38.3	60.8	41.4	0.0	8.7	35.0	208.1
DEC	18.2	25.6	22.5	34.6	20.7	29.2	23.9	174.7
TOTAL	401.7	409.8	499.2	476.4	20.7	294.2	350.8	2452.8

2020								
MONTH	89549	684SP	62104	96573	98887	1963T	2806M	TOTAL
JAN	0.0	24.8	0.0	0.0	24.9	30.7	38.6	119.0
FEB	0.0	33.7	45.5	0.0	56.1	21.4	27.6	184.3
MAR	0.0	43.9	53.3	0.0	44.6	0.0	34.8	176.6
APR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAY	0.0	52.3	64.7	0.0	59.7	20.2	37.7	234.6
JUN	8.7	64.2	68.8	0.0	70.8	25.9	44.8	283.2
JUL	30.2	53.7	53.9	0.0	48.0	30.4	52.1	268.3
AUG	17.2	26.9	58.7	0.0	75.3	22.6	37.8	238.5
SEP	40.2	55.7	42.2	0.0	38.9	29.9	12.7	219.6
OCT	20.8	39.0	56.7	0.0	66.3	25.2	19.3	227.3
NOV	27.0	42.7	41.1	0.0	51.9	10.0	44.3	217.0
DEC	20.2	18.7	24.4	0.0	41.5	10.4	32.6	147.8
TOTAL	164.3	455.6	509.3	0.0	578.0	226.7	382.3	2316.2

2021								
MONTH	89549	684SP	62104	96573	98887	1963T	2806M	TOTAL
JAN	31.2	23.0	43.7	0.0	11.6	15.6	25.1	150.2
FEB	24.3	24.6	40.4	0.0	32.3	16.5	28.8	166.9
MAR	21.3	28.8	81.4	23.1	90.1	32.7	43.6	321.0

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

321 hours of flight time & ~3,852 gals of fuel in March!!

The last time we hit that many hours in a single month was back in Sept of 2018! Great job and keep flying maybe we can set a new CLUB record?

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

March 2nd, 2021

Look for April meeting minutes in next month's newsletter

Please note, meeting minutes are not published until they are approved at the beginning of each club meeting (i.e., April meeting minutes are approved at the May meeting)

CALL TO ORDER

President Keith McPherson called the March 2021 Condor Aero Club Meeting to order at 8:00 p.m.

President Keith asked guests to stand and introduce themselves.

MINUTES

The Condor Board of Directors met virtually January 2021, and February 2021 due to the COVID Virus. The Minutes of the November 2020 Meeting will be approved at the April 2021 Meeting.

READINGS: 1ST Reading - Ashley Davis
 Hyrum Wright
 2nd Reading - Nathan Cramer
 Scott Hinkle
 Azarakhsh Keipour

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of 3/1/2021:

Accounts Receivable	-	\$69,499.56
Total Cash Checking Accounts:		
Beginning Balance	-	121,405.71
Inflows	-	20,617.27
Outflows	-	16,690.84
Net	-	3,926.43
Balance	-	125,332.14

First Commonwealth Bank Loans:

Balance	-	33,202.36
Rate	-	4.93%
Line of Credit	-	\$25,000 Balance \$0.00

Off-field fuel reimbursement updated to \$4.69.

Glenn Kaiser moved and Ed Sattely seconded, "The February 2021 Condor Aero Club Treasurer's Report is accepted as read."
- Motion carried.

MAINTENANCE REPORT for FEBRUARY 2021

N2806M had the Hobbs and EGT probe replaced.

N684SP had a 50-Hour Inspection. The ground strap on the aileron was replaced; engine baffling was repaired; flap travel was adjusted.

N62104 had the main tires and oil door latch replaced.

N89549 had the crankshaft seal replaced.

N96573 – Engine ground runs complete. Avionics shop sending some paper work and last minute squawks before flight. Annual Inspection completed; Main gear wheels and brakes replaced; rebuilt the nose strut; elevator trim tab hinge replaced; engine cowling repaired and refinished inspection panels; wing struts refinished; all cowling hardware mounts and stainless fasteners replaced; and many more small items.

Engine break in: Limited primary flight training: No touch and go's, slow flight, stalls or emergency procedures; run engine 75% power, leaning no more than 25 Deg. rich of peak and use only Aeroshell 80 Mineral Oil.

After 2230.0 aircraft can return to full service.

After Tachometer time of 2255.0 use normal oil.

MARCH MAINTENANCE – N62104 will be in for Annual Inspection; N1963T and N2806M in for 50-Hour Inspection; N89549 in for S.A.T. Certification.

All Condor aircraft are equipped with ADS-B in and out. N89549 and N98887 are privately owned and leased to the club. They are equipped with ADS-B out but not in.

549, 104, and 573 are for primary instruction. 887 and SP for longer trips. There will be a questionnaire after the April meeting for member ideas of type of airplane to add to the club's fleet.

An Archer or a Dakota have been suggested. The higher powered aircraft are expensive to fly and maintain.

CERTIFIED FLYING INSTRUCTORS – Active CFI's will be listed in Sky Manager. Inactive CFI's will still be available and listed in the newsletter but not listed in Sky Manager.

PROGRAM

Carrie Matvey and Chip Vignolini presented an interesting program regarding membership concerns about preflight, ground operations, returning to hangar, etc. Many questions were answered pertinent to handling the Condor aircraft.

NEWSLETTER

Chris Vermilya will be the Editor of the Condor Newsletter with the resignation of Mike Woods. Mike has faithfully executed the newsletter for many years and is leaving with many thanks from the Condor membership.

ADJOURNMENT

Ed Sattely moved and Bob Belsterling seconded, "The March 2021 meeting of the Condor Aero Club is adjourned."
- Motion carried.