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Photo Credit: John O'Rourke

KPJC Improvements ... and Closures

!AOO 02/459 PJC RWY 17 CLSD TO LDG DLY SS-SR 2102261345-2202261230

This is a very familiar NOTAM for our beloved KPJC (students, give your instructors a thrill and send them a note telling them what this means without being asked... before reading further). However, this won't be the case forever! Last summer, our runway was rebuilt to provide stability and ensure KPJC lives long into the future. This welcomed improvement has set the stage for additional upgrades in the coming months. Many (hopefully all) of you have noticed the slow but steady removal of earth on the northeast side of the field as the hillside has been moved out one truckload at a time. This has been done in preparation for the eventual rerouting of PA 288 to allow for the reduction of the obstructions north of the airport. This summer, the rerouting is finally happening! Once the roadway has been rerouted, the remaining earth movement can be completed, and we will be one step closer to being able to land on runway 17 after sunset!

This process has required coordination of many federal, state, and municipal organizations spanning both aviation and civil responsibilities. The overall effort shows a commitment to keeping KPJC operational and safe for many years to come. This is exciting! There are many cities and states across the country attempting to close airports for reasons ranging from environmental preservation to reuse of land for urban sprawl. Organizations like the AOPA are fighting these closures and working to show the economic impact of removing smaller airports. We can proudly say that Zeligople/KPJC does not have to fight this battle. As a pilot at Condor, share the improvements being made in your circles of influence and bring your friends and family out for a tour of the airport!

With all improvements, come some inconveniences and this latest effort will be no different. **KPJC is scheduled to be closed from 7am-5pm EDT Monday – Friday while this project is underway (planned start on July 19th)**. This means we will only be able to use the airport in the evenings and on weekends. In response to this closure, the board has voted to move three of our aircraft to Butler (KBTP) during the closures. **N62104, N96573, and N2806M will be housed in the community hangar at KBTP for Condor's use**. More details will be provided at the next club meeting, don't miss this meeting! This arrangement is subject to change as this is a very fluid situation. Please keep an eye on your email for details as we have them.

Our Condor board is working closely with airport management and will communicate all details to our membership as they are available. Please read more details in Keith's President's Corner comments below. I want to highlight Keith's reminder to check NOTAMs before your flight. We often fall culprit to ignoring the KPJC NOTAMs as we have our constant reminder that our runway is closed from sunset to sunrise. Look closely and don't end up needing to have a conversation with our local FSDO!

Improvements are coming, be excited!



President's Corner

by Keith McPherson

Hi everyone, summer is almost here! As we prepare for the increased summer flying activity, we are also faced with another runway closure at KPJC. The airport has received funding to re-route Route 288, which runs north of the runway to provide better obstacle clearance. The north end of the runway will also be re-graded. What this means for us is that **beginning July 19th, and likely continuing thru October, the airport will be closed weekdays from 7AM-5PM.** Before/after these hours, and on weekends, the airport will be open. While inconvenient, the airport will not be closed 24/7 like last summer. Please be sure to check NOTAMS, which will be posted three days prior to any work beginning. The Board is meeting the week of June 21st to review the situation, evaluate daylight/weekday flying based on SkyManager, and determine whether we move several aircraft to KBTP as we did last year. The staff at Butler is great to deal with, and really made us feel at home. I will communicate the Board's recommendation, and other considerations later in the week.

While inconvenient, we are getting major upgrades to the airport, which will serve us well in the future. Stay tuned...

Fly often, fly safely, 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!!!

- Jessica Miladinovich – Instrument Airplane – June 16th, 2021
- Anna Beck – Private Pilot ASEL – May 29th, 2021
- Ashley Davis – First Solo – May 20th, 2021
- Robert Keenan – Private Pilot ASEL – May 1st, 2021

General Club Meeting

The Condor Aero Club will meet on **Tuesday July 6th 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 one of our own Youngstown air traffic controllers! Additionally, we will cover information about KPJC's upcoming closure and aircraft movement.

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

Sky Manager Tips



Please be considerate of other club members! Only schedule a plane for the time you plan to fly. Reserving a plane for 4+ hours then only flying for 1 block others from being able to plan a flight. Also, if your plans change, update your reservation! Condor does not charge a cancellation fee so what's stopping you from cancelling your hold if you can't fly? Please plan accordingly to allow others to fly!

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 (hopefully) through most of the cold weather but ice is still a significant concern as the temperatures fluctuate at altitude!

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.

How familiar are you with our Garmin GPS navigators? In the age of GPS navigation, it is important to know more than just how to go 'Direct To' your destination. How many satellites are required to guarantee your position? For our instrument rated pilots, is that number different for RNAV GPS approaches? How can you handle a reroute in flight without having to reenter your entire flight plan?

These are just a few questions to consider in normal operation but there is so much more packed into the Garmin units in our aircraft! And thankfully, you can

spend time learning how to use them without having to flip the master switch! Did you know Garmin provides free computer or iPad based simulators for all units our fleet has installed (the 430, 375, and 650)? Below are some links to download the simulators as well as some lesser known features you should explore.

GNS 430

- PC: https://www8.garmin.com/support/download_details.jsp?id=3531

GNX 375 / GTN 650

- PC: https://www8.garmin.com/support/download_details.jsp?id=12373
- iPad: <https://buy.garmin.com/en-US/US/p/685256>

Features:

- Real time wind speed/direction
- Fuel calculations
- VNAV profile and planning
- Nearest (airport, VOR, etc.)
- Frequency lookup (airports, VORs, etc.)
- Connxt link to EFBs (375/650 only)
- ...and much more!

Talk to your instructor for more details and demos!



Words of Wisdom from our Chief Flight Instructor

by Carrie Matvey

Happy Summer! I hope everyone is enjoying the sunshine and warm weather. Just a friendly reminder that along with the more favorable temperatures comes challenges to flying. Higher density altitude leads to poorer airplane performance so make sure you check your performance numbers, especially if you intend to go to any short field airports. Also, as we have seen recently, strong thunderstorms can move quickly into our area. Please pay attention to changing weather which can produce gusty winds along with the potential for lightning and hail. Don't forget to grab a bottle of water and stay hydrated as you enjoy flying in the warm weather as well. Hope to see everyone taking advantage of the summer months in one of our airplanes!

Member Spotlight – Meet Taylor Manoli!

What certificates/ratings do you hold?

Commercial ASEL w/ Instrument Rating

How many hours do you have?

600 TT and climbing fast!

How long have you been flying?

It's been over 11 years, time does fly indeed!

When did you join Condor?

Since I started flying which was in April 2010 according to my logbook. There was a point in time where I was not active and left for college, but returned when I got my Private Pilot certificate and have been active ever since.

What prompted you to look skyward?

When I was a kid, I one day decided to look up into the sky and suddenly, an object unknown to me started flying around. I never took my eyes off it as I was just amazed at the ability to fly. My uncle, Sidney Yuille (who sadly passed this year) knew I was going to be a pilot as it runs in the family once he saw me look at the plane in the air. As soon as I was a bit older, My parents and I met Christine St. Onge who had by far the nicest airplane that I will never forget, and that's the Beechcraft Staggerwing. I loved just about every second of being in that plane. Fast forward to November of 2016, and I became the fifth member of the family to obtain his pilot's license.

What is your favorite part of flying?

Everything. From pre-flight to post-flight. Being able to fly yourself is the greatest thing about being a pilot, because you can fly with family and friends, or give rides to people who have never flown before, even kids. I'm also a Civil Air Patrol Pilot now and I give rides to 'cadets' who are kids age 12 and up in CAP's Cessna 172s and 182s, and they get to learn what it's like to fly. I cannot begin to tell you how much fun it is to fly Cadets around and explain just how an airplane can really fly.

What is your next aviation goal?

Right now I am working on finishing my Multi-Engine Rating, and then after that will be CFI and CFII. Endgame might be corporate or even cargo. I'm not sure if I want to hit the Airlines just yet but we shall see because anything can change in time.

What is your favorite aircraft?

There is no doubt in my mind, that the aircraft that is my favorite in the club is N1963T. Over all the aircraft I have flown so far in and even outside the club, I have to give the win to 63T for its superior single engine performance and its out of this world handling for an aircraft that by all rights is 50 years old this year! Can you believe that? For \$120/hour? How could you say "No" to flying that airplane?

Any words of wisdom to share?

In the words of Leonardo DaVinci himself, "When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."



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!

- Christopher Syposz
- Ian Higgins
- Raymond Davidowski
- Kristopher Whaley
- Kenneth Millett
- Meaghan Kelley
- Peter Hastert

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
- Annual Condor Corn Roast and Golf Outing – August 21
- 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

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.



April Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
50 hour inspection completed.

N96573:
Replaced attitude indicator

N98887:
Replaced main tire tube.

N62104:
Super 50 hour inspection completed. Repaired left brake master cylinder and left gear fairing

N684SP:
Replaced left main tire tube.

N2806M:
N1963T:
In annual inspection, replaced engine mounts, mufflers and nose tire.

AVGAS is rough on Asphalt/Concrete, and fuel samples should **NEVER** be poured onto the hangar floor or taxiways.



This issue

Maintenance Update **P.1**

Flight Times, Oil Level, Misc **P.2**

May Planned Maintenance:

N89549:

N96573:

Super 50hr inspection

N98887:

Super 50hr inspection

N62104:

N684SP:

N2806M:

Schedule Auto-Pilot repairs with avionics shop

N1963T:

Annual Inspection

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

Fuel Samples:

AVGAS is rough on Asphalt/Concrete, and fuel samples should **NEVER** be poured onto the hangar floor or taxiways. Every aircraft should have a filtered fuel strainer testing cup. Please dump your sample either back in the tank or the sand buckets located in each of the hangars. Keep in mind, you should only place the fuel back into the aircraft tank when using the filtered fuel bulb and take care not to pour any contaminants back into the tank.

Safety: Staying on Centerline

Taxing:

Please stay on centerline between the hangars, don't attempt to taxi close to the door prior to turning. It's easy to become distracted and accidentally get too close to the hangar doors. It's good practice to try to run over the grates.

Take-Off & Landing:

It's critical to take-off and land on centerline as well, especially given the crosswinds at KPJC. This will give you the some margin on either side.



Oil Levels (Reminder):

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.

Flat Spotted Tires:

This is still an issue, we are seeing a high number of flat spotted tires. Please be sure to land with your heels on the floor! And don't try to force an exit off the runway if you're moving too fast. Just manage your energy/speed, and safely taxi to the next taxiway.

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.

What's required prior to Preflight and Departure?

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

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
APR	24.3	41.7	50.5	86.4	64.8	25.9	44.8	338.4
MAY	33.0	42.8	48.3	109.6	84.7	12.7	60.0	391.1
JUN								0.0
JUL								0.0
AUG								0.0
SEP								0.0
OCT								0.0
NOV								0.0
DEC								0.0
TOTAL	134.1	160.9	264.3	219.1	283.5	103.4	202.3	1367.6

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

391.1 hours of flight time & ~4693 gals of fuel in May!!

Well challenge accepted! We set a new CLUB record, dating back to 2003. Great job and keep flying maybe we can set another new CLUB record?

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

May 4th, 2021

Look for June 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., June meeting minutes are approved at the July meeting)

CALL TO ORDER

President Keith McPherson called the May Condor Aero Club Meeting to order at 8:05 p.m.

President McPherson requested the visitors to stand and introduce themselves.

MINUTES

Alyson Collins moved and Chris St Onge seconded, "The April 2021 Minutes of the Condor Aero Club are approved."
- Motion carried.

READINGS - 1ST Reading - Joseph Crowe
Robert Daley
Charles Halbrook
Don Kelley
Meghan Kelley
William Kraus
John O'Rourke
Joseph Swartzmier

2nd Reading - Thomas M. Bennett
Mareena Gentry
Curtis Graff
James Kaufman Jr
Jedidiah Young

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of 5/1/2021:

Accounts Receivable	-	\$63,601.77
Treasurer's Report (Cont'd)		
Total Cash Checking Accounts		
Beginning balance	-	\$125,497.90
Inflows	-	\$26,534.50

Outflows	-	\$29,857.49
Net	-	-\$3,322.99
Balance	-	\$122,174.91

First Commonwealth Bank Loans

Balance	-	\$29,569.91
Rate	-	4.93%
Line of credit	-	\$25,000.00
Balance	-	\$0.00

Off field fuel reimbursement updated to \$5.40.

MAINTENANCE REPORT

N96573 – Had a 50-Hour Inspection and ELT Antenna replaced.

N62104 – Had a 50-Hour Inspection.

N684SP – Annual Inspection completed. Main tire replaced with a new tire as the current tire was flat spotted. Lower engine cowling repaired.

Forecast maintenance for May:

N1963T – Annual Inspection

N2806M – Schedule A/P repairs with Avionics Shop.

N89549 - 50-Hour Inspection.

N98887 - 50-Hour Inspection

Jason has been given the authority to search for an Archer. He has authority to buy the airplane with the Condor Board final approval.

PROGRAM

Ross Edmondson presented the second part of his fascinating “Trip Around the World.” It was most interesting and enjoyable! President McPherson thanked Ross for his really impressive program. Ross’s airplane is in Australia due to the COVID-19 pandemic. He will advise the club when he is able to proceed with the final phase of his trip.

President Keith thanked Cindy and J P Smith for all of their preparation of the social time and hard work keeping the club facilities clean and replacing supplies for the club.

ADJOURNMENT

John Mueller moved and Ed Sattely seconded, “The May 2021 Meeting of the Condor Aero Club is adjourned.”
- Motion carried.