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Photo Credits: Chris Miladinovich

## EAA AirVenture Oshkosh – Back in Style

Between July 26<sup>th</sup> and August 1<sup>st</sup>, more than 608,000 people descended on Wittman Regional Airport for the EAA's annual AirVenture convention. Of course, this year was more special than most after last year's event needed to be cancelled. Over 10,000 aircraft flew into the area for the event, including 16,378 aircraft operations between July 22<sup>nd</sup> and 31<sup>st</sup> at Wittman Regional – that's 116 takeoffs or landings every hour during operating hours!

The show included more than 3,100 aircraft including 1,420 vintage aircraft, 1,089 homebuilt aircraft, 354 warbirds, 148 aerobatic aircraft, 112 seaplanes, 33 ultralights, and 27 rotorcraft! It was certainly a week to remember. Several of our own Condor members made the trip to Oshkosh and enjoyed the opportunity to connect with friends and YouTube personalities, attend seminars, visit vendor booths, and enjoy the awesomeness that is AirVenture.

Next year's event is scheduled for July 25<sup>th</sup> – July 31<sup>st</sup>, consider making the trip, you will not be disappointed!



# President's Corner

by Keith McPherson

Hi everyone! Hope you are all enjoying your summer. It's been a great summer for flying, and a real bonus that events like AirVenture/Oshkosh and others are back! Condor was well-represented at Oshkosh again this year, with the classic fly-in/hotel stay in Green Bay, complete with the "Burn Your Own" tradition of going to the Prime Quarter Steakhouse, and cooking your own steak on their barbecue!

Our only damper is the airport closure during weekdays. Chip and Carrie have done a great job managing our Butler County operations – for the second year!! Once we got thru the initial move, we haven't been hearing of any issues, so if there is a way we can make our stay at Butler go any smoother, please let us know!

Again, thanks to Chip and Carrie for coordinating the annual Corn Roast and Golf Outing at the Strawberry Ridge Golf Course. My wife, Vicki, and I send our best wishes for a great outing. We are sorry to be missing this year, but no worries, we are taking our first vacation in a couple years, so well be having a great time as well!

By the time you read this, we should be nearing the end of the weekday closures and will definitely let everyone know when we're back 100% at KPJC. This fall also has some great aviation activities to look forward to, highlighted by Jason's annual Poker Run.

So have a great rest of your flying summer – we've earned it! 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!!!

- Delia Mannen – Private Pilot ASEL – August 12<sup>th</sup>, 2021
- Jay Patrikar – First Solo – July 18<sup>th</sup>, 2021
- Rob Daley – First Solo – July 14<sup>th</sup>, 2021

## General Club Meeting

The Condor Aero Club will meet on **Tuesday September 7<sup>th</sup> 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!

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 blocks 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 1<sup>st</sup> to March 31<sup>st</sup>, 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 31<sup>st</sup>, 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](mailto: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.

Night flying provides pilots with an opportunity to see the world in way most people will never experience. The calmness of a cool summer evening, accented by a beautiful sunset and smooth skies is truly amazing.

But did you know, the United States is one of the few countries in the world that allows VFR night flying? In most countries, an instrument rating is required to fly at night, and you need to be flying under a filed and cleared flight plan. This is not just due to stricter rules and regulations, there are more risks to flying at night and it is worth considering the following reminders before heading out after sunset.

- Visual Considerations
  - Night Vision – Allow time for your eyes to adjust to darker conditions, and more importantly, preserve your night vision after adjusting. Avoid using bright lights and try to use red lights in the cockpit as much as possible.
  - Visual Illusions – Runway lighting and dark, featureless surroundings can cause your depth perception to be off when coming in to land. Use any PAPI or other glideslope indications to ensure your approach is normal. If you feel uncomfortable, go around!
  - Cockpit Lighting – have a flashlight handy to find things in the cockpit or check any paper charts. It's better to have a hands-free light (i.e., a headlamp) available and of course, go for red light!
- Flight Planning
  - Waypoints – Your normal visual waypoints will not likely be visible at night (power lines, RR crossings, lakes, etc.). Choose waypoints that easily stand out – major highway interchanges, lighted towers, cities/towns (remember, that's what the yellow areas are on your sectional), and of course, airports! It's also recommended to plan for a more zig-zagged route as opposed to direct to ensure you have easily identifiable landmarks on your path.
  - Expect the Unexpected – Losing an engine during the day is problematic enough but losing it at night is another level of risk. Plan to be in closer proximity to lighted airports as much as possible to give yourself an out if trouble arises. Your flight time may be a bit longer but the peace of mind is worth it!
  - Electrical Backups – As you probably know, many smaller airports (KPJC included) have pilot-controlled lighting. This assumes your radio is working to be able to turn the lights on. If you lose your electrical system, things are going to already be tense. Don't add to the risk by not having a way to turn the runway lights on. Carry a handheld radio for backup in your flight bag (with spare batteries).
- Personal Minimums
  - IM SAFE – Take extra care that you are personally ready for your night flight. Are you tired from a long day at work? Were the kids especially crazy today? Ensure you're in a mental and physical state that will allow you fly safely. Fatigue will degrade your night vision quickly!
  - Flight Time – Nighttime is not the time to see how far you or your plane can fly. Plan for plenty of fuel reserves and know when you need to be back on the ground.
  - Currency – Don't forget to maintain night currency! You need 3 full stop landings in the preceding 90 days during the period beginning 1 hour after sunset and ending 1 hour before sunrise to carry passengers.

### Words of Wisdom from our Chief Flight Instructor

by Carrie Matvey

We really enjoyed seeing everyone at our Annual Summer Picnic, Golf Outing, and Corn Roast! I would like to personally thank everyone that pitched in to create a great day for our Condor members and friends. A HUGE thank you to Jason, Chip, Heather, Cindy, JP, Kim, Dave Hanna, Dave Von Kaenel, David Schaffer, Pat and anyone else I may have missed. I could not have done it without all of you, so thank you so much!!!! Hope everyone enjoys the rest of the summer!

### Special Callout!

**Huge** thank you to Delia Mannen for purchasing a Shop Vac for our fleet! Please make good use of it if you feel the planes could use a quick vacuum. The Shop Vac will be in 4SP's hanger. Thanks Delia!

## Member Spotlight – Meet Jeddy Young!

What certificates/ratings do you hold?

Private Pilot License & Instrument Rating

How many hours do you have?

I have a little over 200 hours

How long have you been flying?

My first flight was in the summer of 2018

When did you join Condor?

Since March of 2021

What prompted you to look skyward?

My late grandfather was a CFI/CFII/MEI and owned a Cessna 152 used to take my brother and I on flights down to North Carolina. Ever since then I've wanted to follow in his footsteps and fly for my career!

What is your favorite part of flying?

What's my favorite part of flying? Everything. Every phase of flight has its own challenges. Some more so than others - like landing. Every type of flying has its own challenges. Some more so than others - like flying IMC. Every type of airplane has its own challenges. Some more so than others - like jets. In other words, my favorite part of flying are the challenges that come with flying. Not just the physical act of flying, but the inherent knowledge necessary, the requirement for precision, the need for proper decision making, the analyzing and understanding weather patterns in the context of completing your flight, the putting worry or fear aside in order to achieve your goal, and so forth. I love to be challenged and learn new things and that is the best part about flying. You can never know too much.

What is your next aviation goal?

My next aviation goal is to finish up my Commercial training and start working on CFI/CFII.

What is your favorite aircraft?

My favorite aircraft to fly is a Piper Archer. My favorite aircraft of all time is the Northrop Grumman B-2 Spirit Stealth Bomber.

Any words of wisdom to share?

Take every opportunity you can get to learn something new. A good pilot is always learning!



## 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!

- Steve Eckerson
- Blake Kitt

## Upcoming Events

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

- Reno Air Races – September 14-20
- Jason's 19<sup>th</sup> Annual Poker Run – Saturday October 2
  - The usual format of flying to UCP, 4G1, FKL, BTP, then back to PJC for Jason's always delicious Filet Mignon dinner will ensure a fun filled day! For those partaking in the Poker Run and dinner, the cost is \$30. For anyone just enjoying the yummy dinner, the cost is \$20. More details will follow as we get closer to the event.



Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Please share your pictures as well!

## 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.



### Aug. Completed Maintenance:

**GPS Databases on all Aircraft:**  
Completed successfully

**N89549:**  
Still in Annual

**N96573:**  
Super 50hr Inspection, replaced pitot heat element

**N98887:**  
Super 50hr Inspection. Rebuilt nose strut and replaced nose tire. Replaced cowling shock mounts

**N62104:**

**N684SP:**

**N2806M:**  
Autopilot and HSI Speaker repairs

**N1963T:**  
Annual Inspection completed. 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, Gust Locks, Misc

**P.2**

### Sept. Planned Maintenance:

**N89549:**

**N96573:**

**N98887:**  
50hr Inspection

**N62104:**  
50hr Inspection

**N684SP:**  
Super 50hr Inspection

**N2806M:**

**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](mailto: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 issues 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 in 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.



### Gust Locks and Cowl Flaps:

Please be sure to keep these in the aircraft after pre-flight. We seem to be missing quite a few recently, and believe it or not, gust locks are hard to find.

### 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! 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.

### Transition to BTP:

Things seem to be going pretty well. The biggest challenge is the planes seem to stay on the ramp more than in the hangar.

The SkyManager aircraft name change to reflect location also seems to be working very well.

Remember to call ahead to ensure the plane is on the ramp and fueled.

Please let me know if you run into any issues! And thanks again for your patience and support during the transition.

### Post Flight Cleaning:

Nothing is more disappointing than showing up to a dirty airplane. Please be courteous to your fellow members and clean the windshield and leading edges! It's always easier to clean fresh bug guts vs. dried, baked by the sun bugs! No one wants to clean the plane twice; Pre and Post flight!

Thank you! It's greatly appreciated by everyone!

## 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	35.6	66.5	60.7	81.4	54.3	25.9	33.3	357.7
JUL	0.0	44.3	28.9	68.3	53.9	40.1	33.6	269.1
AUG								0.0
SEP								0.0
OCT								0.0
NOV								0.0
DEC								0.0
TOTAL	169.7	271.7	353.9	368.8	391.7	169.4	269.2	1994.4

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

Flight times have dropped significantly, however I'm thinking this is due to summer vacations and possibly the transition to BTP.



## CONDOR AERO CLUB REGULAR MEETING

### Meeting Minutes

Look for July meeting minutes in next month's newsletter

(delay due to there not being a normal meeting in August)