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Photo Credit: Chris Vermilya

NOW HIRING: PILOTS!

As domestic and international travel resumes, the demand for qualified pilots has far surpassed the supply. Those who have traveled regularly over the past few months have likely been affected by the cancellation and lengthy delay of flights across many of the major carriers. Some of these delays are due to maintenance, weather, and other normal factors, however in many cases there just aren't enough crews available! Additionally, many of the regional carriers have launched major marketing campaigns to attract new talent.

Experienced First Officer Bonus

\$175K

+

\$7,500

750+ HOURS PART 121/135

TYPE-RATED ON EMB145 OR EMB175

●
●
●
●

At PSA, earn up to

\$187,500

in bonuses and a guaranteed seat at American Airlines.

As the war for pilots heats up, many carriers are also offering retention bonuses to keep existing pilots from jumping ship. The AOPA released an [article](#) on September 14th that captures some of this activity:

In August, Piedmont, PSA, and Envoy, all of whom fly under the American Airlines banner, announced significant retention bonuses. All captains are to receive \$30,000 immediately, first officers will receive \$30,000 when they upgrade, all pilots who stick around for the flow to American will receive \$70,000, and there will also be \$50,000 biannual bonuses available, with the details to be announced.

The pipeline is drying up and in our current state of need, it will be interesting to see how the industry responds. Like any industry, things will ebb and flow, but the pilot shortage is real, and the airlines need pilots. Don't forget the trickle-down effect of these needs either. As the majors pull up pilots from regional carriers, and regional carriers try to entice corporate or charter pilots, the back fill needs to come from somewhere!

Considering a career change? Now may be a great time to finish up those ratings and start building time in the cockpit. Condor has many airline pilots in our membership, if you're interested in learning more, join us at our next meeting and we'll connect you with someone who can help!



President's Corner

by Keith McPherson

As the sun sets on another summer, we're preparing for some great fall flying. This means cooler weather, better performance, and shorter days. If you are not night-current, and expect to be flying into the evening, especially with our daily closure, please get with an instructor for some night practice.

We are also preparing for the upcoming election. Each year, three Board positions are up for re-election, and this year, Jake Vagias has chosen to step down after a long and successful run on the Board. Jake's efforts are greatly appreciated, and his teachings will continue. This year, we have six (6) nominations for Board positions: Alan Conner, Greg Jarosz, Dorothy Meeder (incumbent), Chris Miladinovich (incumbent), John Mueller, and Chip Munn. Please review their qualifications by visiting the website, and clicking on the home page link under the Election announcement. We wish all candidates good luck for the Election.

Lastly, I'm excited to announce that we have brought home our "new" airplane, a Piper Dakota. The Dakota is essentially an Archer with a 235-HP engine, Constant Speed prop, and a great Useful Load. We expect to have the Dakota online within a couple of weeks. More to follow, but please be sure to check it out at the October meeting! See our coming home photo on page 7!

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!!!

- Debbie Miladinovich – First Solo – September 25th, 2021
- John O'Rourke – First Solo – September 10th, 2021
- Alyson Collins – Commercial Pilot ASEL – September 3rd, 2021
- Delia Mannen – Private Pilot ASEL – August 12th, 2021

General Club Meeting

The Condor Aero Club will meet on **Tuesday October 5th 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 Alyson Collins on what she sees in the field regarding fuel quality control and misfuelling prevention!

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 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 – 2022 dues and insurance will be due on December 31st, 2021. Please look for more information soon and 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 – FR dates are also maintained by the club. If your review date passes, flight privileges will be revoked until you complete your FR and provide an update to Dorothy.

Contact Us

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

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



[Join us on Facebook!](#)

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

Condor Board

President

Keith McPherson
(412) 853-3792
keithmac89a@gmail.com

Vice-President

Jake Vagias
(724) 368-3659
jkvav@zoominternet.net

Secretary

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

Treasurer

Bob Miladinovich
(412) 225-4332
gmladinovich@comcast.net

Chief Financial Officer

Chris Miladinovich
(412) 225-4331
cmiladinovich@condoraero.com

Chief Flight Instructor

Carrie Matvey
(412) 418-8547
kcmatvey@hotmail.com

Accounts Receivable

Ron Flinger
(724) 865-9345
Skyking8g7@gmail.com

Hangar Operations

Jason Jodkin
jasonav@hotmail.com

Maintenance, Safety & Compliance

Chip Vignolini
(412) 215-1225
chip.vignolini@verizonwireless.com

Condor Instructors

Chief Flight Instructor
Carrie Matvey
(412) 418-8547
kcmatvey@hotmail.com

Rick Aulicino
412.952.2380
bluepilot78@gmail.com

Tim DePaolis
724.650.6896
depaolistimothy@gmail.com

Mike Finke
217.621.0599
mcfinke@att.net

Ron Flinger
724.865.9345
skyking8g7@gmail.com

Greg Jarosz
412.606.1437
jarosziz@gmail.com

Jason Jodkin
jasonav@hotmail.com

Jeff Jones
412.720.8108
kcjp2010@gmail.com

Brandon Markle
717.873.8859
brandon59@comcast.net

Keith McPherson
412.853.3792
keithmac89a@gmail.com

Chris Miladinovich
412.225.4331
cmiladinovich@condoraero.com

Gray Patton
901.647.1044
nottap_yarg@gmail.com

Christine St. Onge
724.935.3011
chrisc17b@aol.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

Mike Woods
412.478.3660
mikewoods66@comcast.net



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.

As our tenure at KBTP continues, the traffic volume seems to be increasing. This is great news for general aviation but are you prepared to handle the congestion? Who has the right of way when a Citation announces a 10 mile straight in final when there are 4 other aircraft in the pattern? What do you do when the aircraft behind you turns base when you're still on downwind? Have you been asked to extend your downwind by an aircraft on the ground so they can try to get out? All three of these scenarios occurred in the same trip around the pattern on a local flight just this past weekend! Below are some reminders on flying in a congested pattern at an uncontrolled field.

- Right of Way
 - 14 CFR part 91, states that aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface. When two or more aircraft are approaching an airport for the purpose of landing, **the aircraft at the lower altitude has the right-of-way**. This includes jet aircraft!
 - The Citation on final must yield the right of way to traffic at lower altitudes in the pattern. Jet traffic at KBTP (and KPJC) usually do a nice job of trying to work themselves in and communicate with other aircraft to avoid disruption. That being said, if you are in the pattern, please be courteous and make adjustments (i.e., extending downwind), if possible. Like anything else, communication is key!
- Pattern Awareness
 - As any pilot knows, you must follow the aircraft in front of you around the pattern. If their downwind is long (no matter the reason), it is unsafe and bad practice to try and turn base early to cut in line. In the above-mentioned scenario, an aircraft had extended their downwind leg for traffic on final and the following aircraft chose to turn base early. This not only caused a potential conflict with the aircraft on final, but also caused confusion between all other aircraft in the pattern as situational awareness because a challenge.
 - When things are busy, it's important to know who else is in the pattern and where they are. Keep a mental picture in your head of where you expect aircraft to be based on their callouts and visually confirm their positions. Remember pattern etiquette for both entry and exit and do your part to make sure everyone is safe.
- Departing Traffic
 - Again, I quote 14 CFR part 91: aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or **operating on the surface**. Aircraft on the ground must yield to landing aircraft. That being said, we've all been sitting at the hold short line waiting for a gap in traffic to depart. Don't force a go-around because you're impatient! Ask if someone can extend downwind to give you a gap.
- IFR vs. VFR
 - Does IFR traffic inbound on a straight in approach have priority over VFR traffic? NO!
 - If the IFR traffic is flying in VMC, they are subject to VFR practices. The inbound aircraft should break off the approach and execute a circle-to-land procedure. If traffic in the pattern can extend to accommodate, please do so to be courteous!

Words of Wisdom from our Chief Flight Instructor

by Carrie Matvey

Happy Fall everyone! This is my favorite time of year and gives us the opportunity for some of the best flying. Taking family and friends on a trip to see the changing leaves is one thing that we are fortunate to do as pilots. And with the earlier sunsets, we can get some great night flying in as well. We do still have the NOTAM for no lights at PJC until early November, so please be aware of that. I hope everyone takes the opportunity to fly our new Dakota once it's online and earn their high-performance rating too! Safe flying! Carrie

Member Spotlight – Meet Mike Murray!

What certificates/ratings do you hold?

Private Pilot License.

How many hours do you have?

My flight bag is in the car that my wife just left with... :) I'm right around 100 hours though.

How long have you been flying?

Started in 2012, but life got in the way for a few years...

When did you join Condor?

3.5 years.

What prompted you to look skyward?

No idea. It's been something that's been with me for as long as I can remember, though. It's what I've always wanted to do "when I grow up".

Guess I'm still waiting for that to happen. :)

What is your favorite part of flying?

Sharing the experience with friends and family, and especially those who share in my love of aviation.

What is your next aviation goal?

Fly more! Find more reasons and excuses to fly more.

What is your favorite aircraft?

Hard to narrow it down. A-10, F-16, and A340 all come to mind. The 172 is the only one I have a tattoo of, however.

Any words of wisdom to share?

Don't wait as long as I did to get started...



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!

- Kyle Riedel
- Emily Wu

Upcoming Events

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

- Jason's 19th 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!

[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.



Aug. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

Still in Annual

N96573:

Super 50hr Inspection, in for annual

N98887:

Super 50hr Inspection.

N62104:

50hr inspection completed

N684SP:

Super 50hr inspection completed. Radio shop repaired 430, auto pilot check, and IFR certification S.A.T.

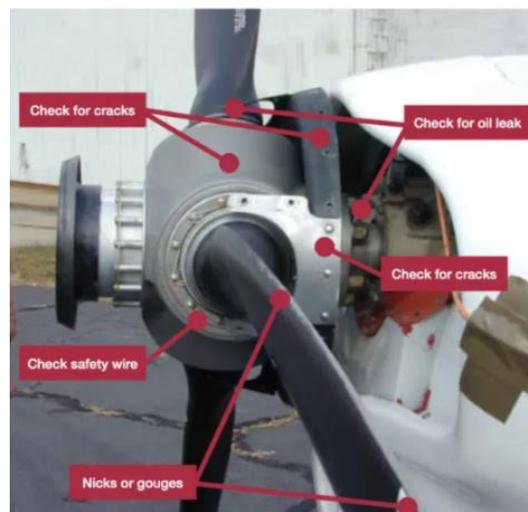
N2806M:

Autopilot and HSI Speaker repaired

N1963T:

Annual Inspection completed. Replaced engine mounts, mufflers and nose tire

Preflighting Propellers



This issue

Maintenance Update **P.1**

Flight Times, Gust Locks, Misc

P.2

Sept. Planned Maintenance:

N89549:

Annual Inspection

N96573:

Annual inspection

N98887:

N62104:

N684SP:

N2806M:

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 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.

Winter Flying Seminar:

It's hard to believe, but we're approaching October rapidly and as a result will be scheduling the Winter Flying Seminars.

The seminar or pilot review is required for any member wishing to fly between 11/1 and 3/31.

Please keep an eye out for the scheduled sessions in Oct.

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	35.5	80.1	41.4	54.4	20.9	9.7	242.0
SEP								0.0
OCT								0.0
NOV								0.0
DEC								0.0
TOTAL	169.7	307.2	434.0	410.2	446.1	190.3	278.9	2236.4

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)

In the meantime, please welcome N4335M to the fleet!

