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Photo Credit: Chris Vermilya

Thanksgiving Traditions – Unexpected Encounters Over NYC

Situational awareness is taught from day one as a pilot, see and be seen, right? We need to always be on the lookout for other aircraft and anything else that may impact the safety of flight. Today, ADSB has greatly enhanced our safety margins but even the best technology cannot point out all dangers in the sky.

In the late 1920s, one of the beloved Thanksgiving traditions had a very unexpected impact on aviation! At the time, the giant helium filled balloons that make up the Macy's Thanksgiving Day parade were released into the air, with the hopes they would eventually float back down harmlessly a few days later. The parade organizers even offered rewards for the return of the balloons. Naturally, this master plan backfired, and several pilots were caught up in incidents involving the balloons.

The following article provides an entertaining read while you enjoy some leftover turkey. Remember to keep your eyes open for anything out of the ordinary!

<https://aviationoiloutlet.com/blog/pilot-encounters-macys-balloons/>

Macy's
**THANKSGIVING
DAY
PARADE**
ESTD 1924



President's Corner

by Keith McPherson

Fall is officially here! This means great performance due to decreased Density Altitudes, but we must also be mindful of precipitation both aloft and on the ground. A rule of thumb I've used for cross-country planning in the winter is that if the surface temperature is less than 50°F (which is 10°C), with a standard lapse rate of 20°C/1000FT, that means that climbing to 5000 AGL, or about 7000 MSL will put you near the freezing level. If you're planning an IFR flight, your MEAs (Minimum Enroute Altitudes) over the mountains can easily exceed this, so please plan carefully!

If you're a glutton for punishment, go to condoraero.com → Flight Planning, and select "SkewT Diagram" from the links on the right. One of the many things a SkewT Diagram does is chart Temperature and Dewpoint versus altitude. When the two lines converge, you're seeing where the air is saturated, and if below freezing, you have a high potential of icing conditions. It's a great planning tool, and rarely used by GA. Also, on the ground, we've already had reports of snow/ice on the aprons in the morning, with Freezing Fog forming in the evening and overnight. The super-cooled fog can freeze instantly on exposed surfaces, so be careful.

On a positive note, winter is a great time to fly, and the scenery is spectacular. Please resist the urge to go sight-seeing to see your neighbors holiday decorations, as in these days of ADS-B, your altitude is constantly reporting. Just checkout FlightAware.com, enter your Tail Number, and see your Track & Altitude from your last flight.

Looking forward to seeing everyone on Saturday, December 4th for the annual First Flight Celebration to kick off the holiday season! 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!!!

- Jeff Kuczma – Instrument Rating – November 9th, 2021
- Hyrum Wright – Private Pilot ASEL – November 4th, 2021
- Dan Cox – Private Pilot ASEL – November 1st, 2021
- Robert Weber – First Solo – October 13th, 2021

General Club Meeting

The Condor Aero Club will not meet for our normal session in December. Instead, we will host the Condor Holiday and First Flight party on Saturday December 4th at 6pm at the American Legion in Zelenople. Please plan to attend!

Please find more details and RSVP at the following link: <http://evite.me/CsSutae7Dk>

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. Seminars will be held on October 23rd, 27th, and 30th. Please meet with an instructor if you cannot make these sessions.

Dues and Insurance – 2022 dues and insurance have been billed to your account and are due on December 31st, 2021. Please ensure your account is paid for full flight privileges.

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

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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.

With KPJC being closed from sunset to sunrise, an arrival home after dark may result in needing to face the possibility of a tailwind landing on runway 35. What would you do?

Like most things in aviation, there are several answers, each carrying their own risks and things to consider. Personal minimums and proficiency will certainly be on this list of considerations but there are several others that believe it or not, have defined impacts on this decision. For example, did you know, the POH contains performance charts/graphs for tailwind landings? Below are things to consider *before* attempting a tailwind landing.

- Approach Considerations
 - In a normal pattern, we expect the downwind leg to be quicker than final for several reasons, one of which being the tailwind component of the prevailing winds. When landing with a tailwind, this will be reversed, and your downwind leg will be longer than normal. Use this time to ensure your aircraft is configured, check the windsock, and think ahead of the landing.
 - Your final leg will be faster than normal and your descent rate may be slower than expected. Be prepared to adjust pitch and power as needed to maintain a proper glidepath.
 - As with any landing, *ensure your approach is stabilized!* By choosing to land with a tailwind, the margin for error is drastically reduced and that will put more pressure on getting things right.
 - Go arounds are free, if the approach isn't stabilized, go around!
- Landing Considerations
 - In most GA airplanes, even 10 knots of tailwind can be as much as *double* the required landing distance! Check the POH to get specifics but believe it or not, there are allowances for tailwind landings so there is no excuse for not knowing your expected landing distance.
 - After touchdown, we are used to working to get the aircraft's weight on the main landing gear to utilize the braking system. With a tailwind, more weight will be transferred to the nose gear, which can cause issues with steering as well as reducing the effectiveness of the brakes.
- Pilot Considerations
 - Bring current is not enough, we need to be proficient in order to be at our best. Don't attempt to push your limits without the proper safety margins. Tailwinds are not the time or place to try new things.
- Aircraft Considerations
 - With reduced safety margins that will come with a tailwind landing, it is important to ensure we remove as many variables as we can. Are your brakes in top shape? Do your tires have enough tread?

Plane Talk from our Chief Flight Instructor by Greg Jarosz

Hello Condor Members! I hope everyone who wanted to get out and do a little "Leaf Peeping" from a bird's eye view, was able to do so. We are also entering into the Holiday Season; I would encourage anyone planning to visit family or friends to take a club plane and avoid the traffic! If you do any cross countries, I highly suggest you file or request flight following. For those who get a bit tongue tied, there is a very good PowerPoint presentation on ATC communication located under the Flight Instructors tab on our website also at the link below.

<http://condoraero.com/documents/Programs/Air%20Traffic%20Communications%205-16-10.pdf>

Think Fast, Move Slowly, Fly Safely!

If at all possible, *always* try to land with a headwind. The considerations in this article are meant to provide things to think about if the weather allows. Don't push it!

Member Spotlight – Meet Mareena Gentry!

What certificates/ratings do you hold?

Private Pilot, working on my Instrument Rating

How many hours do you have?

I have approximately 215 hours filled with all types of flying from private maneuvers, practice approaches and my personal favorite, cross country flight.

How long have you been flying?

I have been flying for a little over a year now and received my private certificate in March 2021.

When did you join Condor?

I joined Condor in April 2021 to build time and have access to planes more frequently.

What prompted you to look skyward?

I have always loved to travel and spent my early twenties traveling the country, and internationally. I decided that I love my day job as a licensed massage therapist, but my calling for aviation could not be ignored. I am from a family of controllers, I took my discovery flight in summer of 2020 and never looked back on my decision to move to western PA. I am a student controller in the CCBC ATC program, while also pursuing the possibility of becoming a CFI.

What is your favorite part of flying?

My favorite part of flying is the freedom the sky gives you as well as amazing terrain, weather and twilight phenomena.

What is your next aviation goal?

Whether it is a job as an air traffic controller, a lifelong CFI or a captain one day, my next aviation goal is to continue my education here in Beaver County and let the chips fall where they may.

What is your favorite aircraft?

As far as our fleet, I must say I grew partial to N684SP due to my extensive time spent on cross country flights in it.

Any words of wisdom to share?

My advice to aspiring aviators is to trust the training, follow your heart and never look back on a decision that makes you feel completely and utterly full of joy. I look forward to continuing my membership as long as I am here!



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!

- Lee Ann Singleton
- Omar Alhelali
- Manuel Garciglia
- Brian Reddecliff

Upcoming Events

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

- The Annual FIRST FLIGHT DINNER will be held December 4, 2021 at the Zelienople American Legion Hall, Social hour will begin at 6:00 p.m., dinner at 7:00 p.m.
 - More information at the following link: <http://evite.me/CsSutae7Dk>
 - Please, Please, Please RSVP at the link above!

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 (P28A) - \$110
N1963T (P28R) - \$120
N4335M (P28B) - \$140

Off field fuel reimbursement:
\$5.40/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

**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 Aviation Services

700 Tasa Drive,
Zelienople PA 16063

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.



Oct. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N96573:

N98887:

New battery installed. Static Altimeter Transponder check completed.

N62104:

N684SP:

N2806M:

Super 50 hour inspection completed. New battery. Static, Altimeter, Transponder check completed.

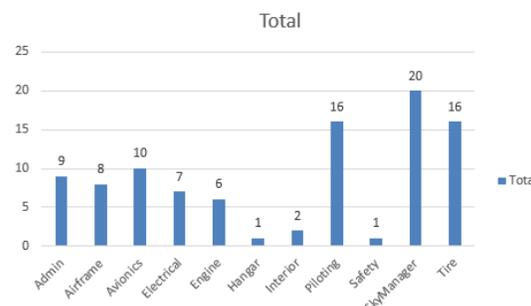
N1963T:

Please Continue to Email or Text me with all Issues:

I know we're back at KPJC, however, I'm not in the clubhouse every day and information written on squawk sheets may get missed.

More importantly, if an aircraft needs to be grounded, we need to know as soon as possible to avoid any other members taking it by mistake.

I do record every issue in excel, so we can trend reported problems, track recurring issues, etc.



This issue

Maintenance Update **P.1**

Flight Times, Cowl Plugs, Cold

Weather Starting **P.2**

Maintenance Analytics and Q&A **P.3**

Nov. Planned Maintenance:

N89549:

Annual Inspection

N96573:

N98887:

N62104:

50Hr inspection

N684SP:

50Hr inspection

N2806M:

N1963T:

50Hr 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 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

Taxiways:

Please **DO NOT** taxi around the end of the hangar rows to the west nearest the road. This area is not marked, nor wide enough, and was never intended to be a taxiway.

Also, please remember to do all pre-flight & briefing activities in the hangar, so when you pull the plane out you can close the hangar door and expedite engine start and taxi clear of the chute for other planes.

Winter Operations

Winter Flying Tips:

Always follow winter starting procedures and remember to reduce to idle immediately after the engine starts. Then lean the mixture to prevent the plugs from fouling and help to increase the temp of the engine prior to taxi and take-off.

Engine Heaters:

Soon we will be requiring everyone to plug the aircraft in overnight.

On overnights or off-field please plan accordingly. Depending on temps, you will need to plug the aircraft in, possibly hangar it overnight, or wait till the afternoon to depart.



Proper Installation of Cowl Plugs:

This time of the year it's very important to ensure the cowl plugs are installed correctly after every flight. This helps to keep the engine warm.

The cowl plugs should be inserted with the lettering facing outward (you can see it), and the zipper to the back. They should form a seal around the opening to keep the heat IN and birds and foreign objects out!

The strap should be on the outside of the prop, so if a pilot forgets to remove during preflight, the prop would rip the plugs out. There have been NTSB reports where the plugs were sucked into the engine because the strap was under the prop.

Flat Spotted Tires:

This is ALWAYS an issue, we continue to see 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.

Cold Weather Starting:

Please follow the cold weather starting procedures for the aircraft/engine type. Printouts are located in the clubhouse, and electronic versions available on our website.

Also, refer to "Expanded" starting procedures in the POH

Major Points:

- When starting engine, avoid tendency to over-prime and/or to pump throttle. This could cause engine fires
- Lean the Mixture, this will help increase the oil temp while taxiing

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	4335M	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	38.3	65.2	0.0	70.7	42.6		70.9	287.7
OCT	0.0	37.7	49.5	40.4	11.6	24.4	14.3	38.1	216.0
NOV									0.0
DEC									0.0
TOTAL	169.7	383.2	548.7	450.6	528.4	257.3		387.9	2740.1

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



Maintenance Analytics:

I wanted to expand a little on the results of the data collection. This is still a work in progress, but the results are pretty interesting.

Since starting this process at the end of Feb, we've had (96) reported problems, and I'm positive this doesn't capture everything!

The results help us understand where we have the biggest opportunity for improvement.

Unfortunately, that area right now is Skymanager! The majority, are members forgetting to check-out an aircraft prior to departure or not cancelling a reservation when plans or weather change. This is a huge opportunity for multiple reasons. First we don't want anyone flying a 'GROUNDED' aircraft or who isn't current. And second, as busy as the club is, if you aren't flying it opens up an opportunity for someone else to fly. I hear a lot, "it can be challenging to find an open aircraft", so freeing up your reservation for someone else is a huge help!

Next one the list is no surprise...Tires, specifically flat-spotted tires! I've included this in every newsletter and now you can see why. PLEASE, keep your heels on the floor, and don't try to exit the runway to fast!

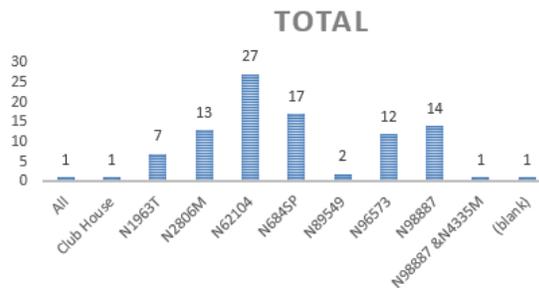
We can also look at the reported problems based on Aircraft. As expected N62104 is the forerunner, but it also has the highest number of hours for the year.

The other thing that's misleading, this captures all issues reported while flying that aircraft. So I'm working to refine those results, by limiting the counts to only maintenance issues.

As I mentioned earlier, this is still a work in progress I'm still tweaking the categories, reporting, etc. but I think its valuable information and will help improve our club going forward.

Key take away, when I'm asking you to report problems via email or text, its being put to good use.

I really appreciate everyone's support and having a better understanding of how the information is being used is always helpful.



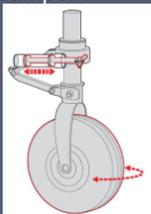
This Month's Q&A

One of my favorite things to do, and probably yours as well, is to hang out around the airport and watch aircraft take-off, land, and general operations. One thing I noticed this month and inspired the topic was the lack of back pressure on the yoke during taxi and even landing rollout. For taildraggers it's essential to ensure you have positive steering control but for tricycle aircraft I think we tend to become lazy or relaxed, which puts undue strain on the shimmy damper.

Q: What is a shimmy damper?

A: A small hydraulic or pneumatic shock absorber installed between the nose-wheel fork and landing gear structure to prevent or minimize nose-wheel shimmying during takeoff and landing. It is more typically found on nose-wheels than on tail-wheels. Also known as friction dampers, as they use friction to damp the oscillations.

A great analogy I heard was; we've all pushed a shopping cart around, and one of the wheels shakes back and forth violently, if you put a shock absorber inline to eliminate the shaking it would be called a 'shimmy damper'.

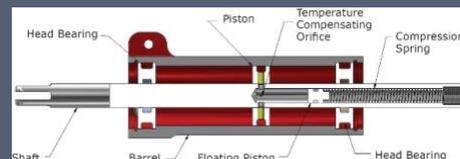


Q: How do you know if it's faulty?

A: If you've ever touched down a little too fast and let the nose down or taxied a little faster than you're supposed to, and notice a shimmy or shaking of the airframe, you probably have a faulty shimmy damper.

There are a couple options for repair; either a rebuild kit or rip and replace.

In the spirit of 'TLC', if everyone could keep a focus on keeping the weight off the nose and slow your roll, it will go a long way in preserving the life of our shimmy dampers.



REMINDERS:

Skymanager:

Please don't forget to 'check-out' or 'cancel' your reservation in SkyManager prior to your flight.

This is the only true way to catch if an airplane that has been grounded by the board or Maintenance. Several times problems are reported and planes grounded over the phone, vs. updating the squawk sheet.

And forgetting to 'cancel' a reservation limits other members who could potentially fly.

Report Problems:

I track all reported problems, and address issues 1on1 as much as possible. It's also used to catch recurring problems throughout the year.

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

Call, Text or Email

(412)215-1225

Chip.Vignolini@verizonwireless.com

CLASSIFIEDS

*Have something to share with the club?
A new tenant on the field, something you're looking to sell, an event you want to fly into,
even just a comment to share, we'd love to hear from you!
Send your content to [the editor](#) for publication!*

McCauley PROP



RAFFLE
\$10/ticket
3 for \$20

Raffle Date: Noon 12/31/2021

Due to corrosion we are raffling off this prop from our 1952 C170B. It is not airworthy and has been repainted by McCauley. This will make a great wall hanger in your office or a gift for any aero file. All proceeds benefit:

Draggin' Tail Pilots

KPJC - Zelienople PA.

GREG TRECHA, Text 724-513-5990,

GTRECHA@COMCAST.NET or

RON FLINNER, Text 724-712-8786

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

October 5th, 2021

Look for November 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., November meeting minutes are approved at the December meeting)

CALL TO ORDER

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

President Keith requested the Visitors to stand and introduce themselves. President Keith McPherson Thanked Cindy and JP Smith for their hard work in keeping the Club facilities in order, and preparing delicious food for our meetings.

ELECTION – Keith McPherson announced the election nominees:

Alan Connor

Greg Jarosz

Delia Mannen

Dorothy Meeder

Chris Miladinovich

John Mueller

President Keith McPherson asked if there were further nominations from the floor. There being none, Dan Cox moved and Bob Belsterling seconded, "The nominations are closed." -Motion carried.

All eligible members were requested to get a ballot from the Tom Collins, election chairman, cast his/her vote and return the ballot to the chairman

ANNOUNCEMENT – The runway project has been suspended until spring of next year. The runway will be open to traffic except night flying until the runway lights are operable in a couple of weeks.

MINUTES

Dan Cox moved and Ed Sattely seconded, "The September 2021 Minutes of the Condor Aero Club are approved." -Motion carried.

READINGS: 1ST Reading - Matt Lambert
2nd Reading - Steve Eckerson
Blake Kitt
Kyle Riedel
Christopher Syposz
Emily Cheng-Hsin Wu

TREASURER'S REPORT

Treasurer Bob Miladinovich presented the following Account balances as of 10/1/2021:

Cash Flow for September 2021:

Accounts Receivable	-	(67,203.10)
Total Cash Checking Accounts		
Beginning balance	-	159,801.94
Inflows	-	49,446.42
Outflows	-	161,020.90
Net	-	-111,573.67
Balance		48,228.27

First Commonwealth Bank Loans

Balance	-	20,356.13
Rate	-	4.93%
Line of Credit	-	25,000.00
Balance	-	10,000.00

Off field reimbursement stays the same: \$5.40

Chris Miladinovich moved and Jeff Kuczma seconded, "The September 2021 Condor Aero Club Treasurer's Report is accepted and placed on file for audit" - Motion carried.

MAINTENANCE

N965743 – Had an annual inspection; replaced D.G. with new; replaced sheared bolts nose gear lower support; checked alternator.

N98887 – Had a Super 50 -Hour Inspection; replaced standby vacuum pump; replaced A.I. with new.

N684SP – Replaced tachometer cable; Garmin 430 repaired; S.A.T. completed and auto pilot pitot system tested.

N62104 – Had a Super 50-Hour Inspection; repaired carburetor heat control; serviced strut and replaced right main tire.

N89549 – Will be in maintenance for an Annual Inspection.

PROGRAM

Alyson Collins and Mark Haraseviat presented a really informative program of the different types of aviation fuel and how they should be handled. The program was very interesting as aviators tend to take the fuel we use for granted.

President Keith McPherson thanked Alyson and Mark for their excellent program.

A very big "Thank You" was given Jake Vagias for his many years of time and service as a Flight Instructor and board member for the Condor Club.

BOARD OF TRUSTES 2020-2021 ACTIONS – Bob Belsterling moved and John Mueller seconded, "The Membership accepts the actions of the Board of Trustees for the fiscal year of 2020-2021." - Motion carried.

ELECTION REPORT – The following members are elected to serve a three-year term on the Board of Directors for the Condor Aero Club:

Greg Jarosz

Dorothy Meeder

Chris Miladinovich

ADJOURNMENT

Ed Sattely moved and Taylor Manoli seconded, "The October Condor Aero Club Meeting is adjourned." -Motion carried.