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Photo Credit: [JohanAero](#)

Flight Visibility Reports from New Sources

Determining visibility is done in several different ways at airports across the country. There are many different systems ranging from automated AWOS/ASOS platforms, to Runway Visual Range (RVR) systems, and most recently FAA WeatherCams. These three examples can serve different purposes but when taken collectively can provide a good overall picture of the visibility around an airport. This latest addition of FAA WeatherCams is one that is growing in popularity as technology and availability of equipment increases.

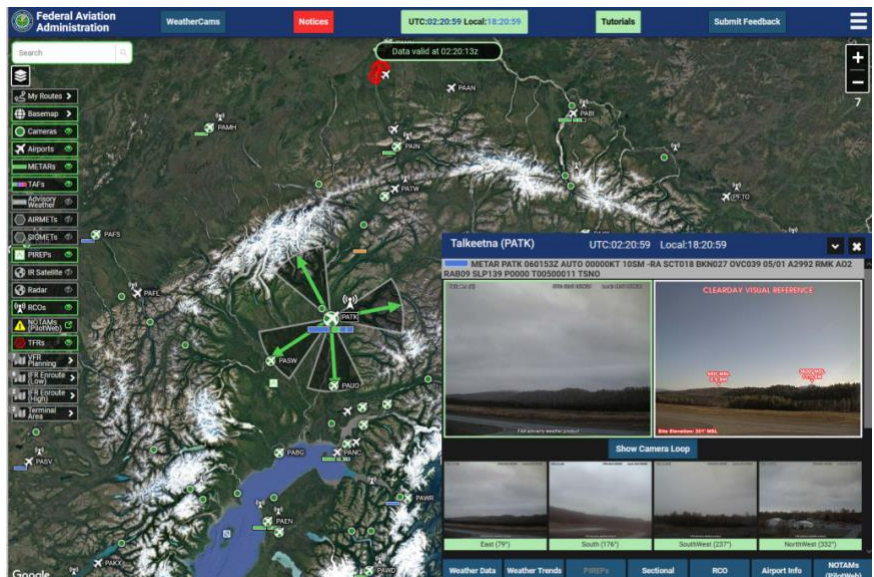
The camera information captured from each site is designated as an FAA supplementary product. Camera images are generally updated every 10 minutes and the time of the last update is indicated on each image. As a supplementary product, the images may only be used to improve situational awareness but do serve as a great indicator to take into account when flight planning. Do note that the images may not be used to comply with any regulatory requirements; e.g., to determine weather minimums for IFR flight.

Did you know you can access these weather cams and their data in real time? Check out the FAA's map at the link below to see where the current sites exist and where they plan to grow!

<https://weathercams.faa.gov>

Click the menu button in the top right of the screen to see current camera locations and pick one to check out!

As a reminder, prior to every flight, ALWAYS gather all information vital to the nature of your flight. Pilots can receive a regulatory compliant preflight briefing using many different automated resources (e.g., 1800wxbrief.com) or from Flight Service.



President's Corner

by Keith McPherson

Hi – Here comes 2022! It was great seeing everyone last month at the First Flight Party. The holidays are always a great time for friends to get together. As I mentioned briefly at the Party, we had tremendous growth in 2021. We're over 200 total members, and over 160 flying members, and we added another aircraft to the fleet. A great year with that momentum continuing into 2022.

True to the Christmas spirit, we had an announcement by Jan Lewis, regarding the very generous founding of the "Jan and Linda Lewis 'Dreams of Flight' Scholarship" to provide young people with a true passion for aviation the means to achieve their dream of flight. Thank you, Jan and Linda – your generosity is beyond words. More to come.

The Board has also been involved in several projects ranging from updating the Club Charter and Operating Rules to investing in upgrades to the aircraft and hangar to support our members and continue as the best Flying Club in the region.

On a personal note, I was asked and have accepted a position as KPJC's AOPA Airport Safety Network volunteer, so I will be meeting even more regularly with Airport Management, AOPA, and the local FSDO. If there are any recommendations to improve your experience at KPJC, please send me a note. I'll do the same to keep everyone informed from my end.

Thanks for a great 2021 and I hope to see you in the air in 2022!

Fly Safely, Fly Often, 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

General Club Meeting

The Condor Aero Club will meet on **Tuesday January 4th at 8pm in Jason's hanger**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and a great presentation!

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!

Currency – Condor requires a base level of currency to check out aircraft. You must have logged (1) hour of flight and (3) landings in the previous (90) days to be able to check out an airplane. Schedule time with an instructor if you are not 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. Please meet with an instructor if you do not have signoff on the winter seminar.

Dues and Insurance – 2022 dues and insurance have been billed to your account and were 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.

Currency vs. Proficiency has been discussed in this space before, but we are seeing an uptick in flights going out by pilots who may be legally current but not necessarily proficient. This is understandably a very subjective topic but one we would like to remind all of our members to take seriously. The safety of both you and your passengers is solely in your hands, a responsibility not to be taken lightly. As an instructor once told me, a good gut check before *any* flight is to consider how the incident/accident report would read if anything were to go wrong. Don't set yourself up for failure by ignoring your proficiency in all phases of flight. Below are some things to consider before taking your next flight.



We'll use our old familiar PAVE checklist to help!

- Pilot
 - When was the last time you flew? Beyond the minimum Flight Review, Medical, and number of takeoffs and landings, are you really ready for the flight? Do you feel comfortable you can serve as PIC from preflight to postflight?
 - Can you manage all phases of flight under the pressures expected for the mission? This includes navigating ever more congested airspace in our local area.
 - Are you familiar with the recent changes to KPJC and beyond? Our own local NOTAMs are changing regularly, did you remember to check them?
- Aircraft
 - Are you current in the aircraft chosen for the mission? We have added a new bird to the fleet, are you prepared for the differences? You may be checked out, but old habits die hard and different aircraft handle differently.
 - If you're planning to use the onboard avionics, are you up to speed on the functions you plan to use? Remote transponders and GPS updates are not things to learn under pressure when you need them most.
- enVironment
 - Weather plays a huge factor in every flight but even more so when you're rusty. Are your personal minimums reflective of your proficiency? They should be!
 - Are you passengers experienced fliers or is this their first flight in small plane? Nervous passengers will pull a lot of your attention but CANNOT cause an impact to the safety of the flight!
 - Are there other variables in play on this mission (i.e., night flight, unfamiliar airports, less than ideal weather, etc.)? Don't add more pressure to an already stressful flight if you're not proficient.
- External Pressures
 - Remember the bad attitudes from your training, are you at risk?
 - Not being proficient will add pressure to everything and it is not wise to make it worse!

Plane Talk from our Chief Flight Instructor by Greg Jarosz

Hello Condor Members - Well, the Winter Solstice is behind us. Winter is officially here, and nights are getting shorter. Now that our Runway Lights are back on at Zelig, it is a good time to get night landing currency. Three T/O and landings to a full stop, 1 hour after official sunset, will update your currency. While you're at it, why not go on a short cross country? A night flight, right after a snow fall with a bright moon, is one of the more memorable flights you can have. Not to mention, it's quite a unique way to look at Holiday Lights and displays. If you are afraid of the dark, grab an instructor and "Get-R-Done"! Here is a link for some night flying tips.

<https://www.boldmethod.com/blog/lists/2016/11/15-tips-for-your-next-night-flight/>

Think Fast, Move Slow, Fly Safely

Take the time to schedule a flight with an instructor to shake the rust off. The added safety margin is worth it! Safety is our number one priority as PIC, don't take it lightly.

Member Spotlight – Meet Dave Steiner!

What certificates/ratings do you hold?

Commercial SEL with an Instrument Rating

How many hours do you have?

A little over 300

How long have you been flying?

Almost 2 years

When did you join Condor?

A few weeks! I flew with Keith just before Thanksgiving, so I guess officially a month now.

What prompted you to look skyward?

I've just always been fascinated with flight

What is your favorite part of flying?

The views; it relaxes me

What is your next aviation goal?

I'm now working on my Multi/Complex Rating and after I get that and build some hours, I'm looking for a right seat job with a cargo/freight company

What is your favorite aircraft?

If you mean to fly in, it's gotta be the Cessna 172 because frankly, I haven't flown anything else with the exception of the Piper Seneca I, which I just started in for my Multi. If you mean just in general as an enthusiast, the SR-71 Blackbird; they created that beast in the early 60's, imagine what they're working on now...

Any words of wisdom to share?

For any new students, this is a journey; there is no fast way to get your license; work hard and take it one step at a time



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!

- Dave Steiner
- Gary Malinko Sr.
- Gary Malinko
- Christopher Himes

Upcoming Events

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

- ...not much going on... anyone up for a breakfast run??

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

The Maintenance Corner will return next month

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.

GA Pilots



What the FAA thinks I do.



What my dad thinks I do.



What society thinks I do.



What my instructor thinks I do.



What I think I do.



What I actually do.

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!



CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

Look for November meeting minutes in next month's newsletter

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