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Photo Credit: [wired.com](https://www.wired.com)

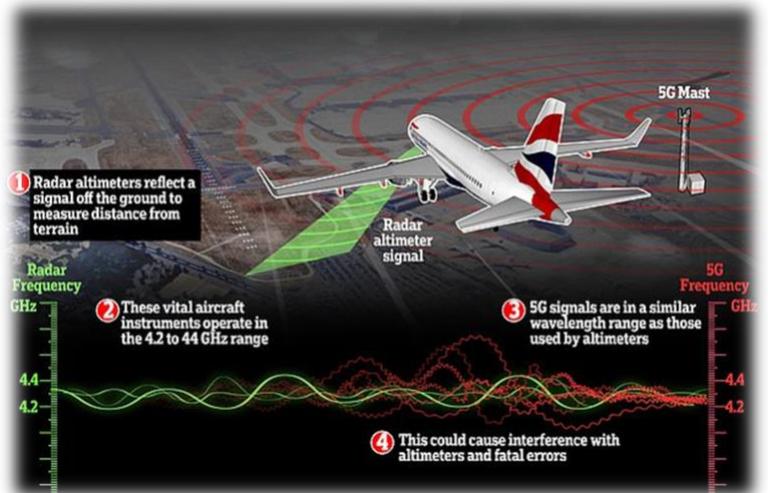
## Aviation and Impacts of 5G Communications

The advancements in cellular technology have continued to allow more reliable and higher bandwidth communications while on the go. In the latest technology updates, 5G networks now utilize a new band of frequencies known as the C-Band. C-Band frequencies primarily range from 3.7 to 3.98 GHz and can range in power output based on the coverage area of the cell tower. As you may have heard, there is a lot of concern from the aviation industry, including the FAA and airlines, around the impact the use of these frequency ranges will have. These concerns have been discussed for several years and just this month are now becoming a reality. On January 19<sup>th</sup>, 2022, Verizon and AT&T began the rollout of the new C-Band frequencies.

But what exactly is causing the concern from our aviation experts? Modern airliners, and many other advanced aircraft, are equipped with radar altimeters to allow for very precise readouts of AGL altitudes. These altimeters are used during instrument approaches and especially relied on to support extremely low visibility approaches. Radar altimeters send electromagnetic waves from the aircraft and calculate the height of the aircraft above the ground by measuring how long it takes for them to return. These altimeters are independent from the primary altimeter and provide a backup that is also independent from barometric pressure settings. The problem arises in that most radar altimeters use frequencies in the 2.2-4.4 GHz range. The overlap of the high end of this range with the new 5G C-Band frequencies opens up the possibility of there being a negative impact on radio altimeter functions.

Testing is still ongoing, but the FAA has released a list of approved radio altimeters that have been tested and confirmed to not be impacted. While testing continues, AT&T and Verizon have agreed to delay the rollout of C-Band technology in towers near the nation's largest airports. Check out the [FAA's website](https://www.faa.gov) on this rollout and the associated impact if you're interested to learn more.

\*image from [DailyMail](https://www.dailymail.com)



# President's Corner

by Keith McPherson

Hi everyone, I hope you're all keeping warm, and your driveways shoveled this winter. We had it "easy" the last couple years, but Mother Nature has caught up with us, and we're having a real, Pittsburgh winter. From a flying perspective, that means a careful pre-flight of the weather forecasts. Just as we practice engine-out procedures "just in case", in the winter, that means to dress appropriately should you need to be outside for long periods of time. Also remember, that the Airport Authority only plows to within 3-5 feet of any building. So, if you're planning to fly the day after a big snowfall, plan on shoveling some snow from the hangar to the taxiway.

On a very positive note, at the January meeting, we officially introduced the "Lewis Freedom of Flight Scholarship Program". The inception of this scholarship was by Jan and Linda Lewis. At the meeting, Jan shared his passion for aviation, how fortunate he has been to live that dream, and his strong desire to pass on his legacy to future young aviators. Jan was appointed Inaugural Scholarship Chair for the program and will be working with the Scholarship Committee over the next couple of months on the roll-out. Next time you see Jan or Linda, shout out a huge "Thank You" for their passion and vision to make this a reality. For additional information on the Lewis Freedom of Flight Scholarship Program, please visit [www.condoraero.com](http://www.condoraero.com), and click the "Lewis Scholarship" tab.

Lastly, at our January meeting, Chip presented the update to Condor's "Charter and Operating Rules", which was very well received with a 100% "yeah" vote to adopt. The Charter, which governs the business processes of the Club, and the Operating Rules, which outline the day-to-day operations of the Club, have not been updated since 2007. As such, the updates mainly reflect the present-day environment under which the Club operates. Thank you to all who offered their insights, and a big "thank you" to Chip for collating all the input for our review!

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 – Commercial Pilot ASEL – January 22<sup>nd</sup>, 2022

## General Club Meeting

The Condor Aero Club will meet on **Tuesday February 1<sup>st</sup> at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and more!

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 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. 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 31<sup>st</sup>, 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](mailto:accounts@condoraero.com)  
<http://www.condoraero.com>

[Join us on Facebook!](#)

 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.

In this month's 'From the Right Seat' article, we'd like to pose a question to the club: When is the last time you used Flight Service (either in the air, or on the ground)? For many of our younger pilots, they may have only even called a briefer, or raised Altoona Radio as an exercise in primary training. For our more seasoned aviators, performing a complete pre-flight plan wasn't complete without it! Where do you fall on this spectrum? Do you still see value in talking to a human about the weather systems in play and/or receiving the latest NOTAMs without needing to confirm you have the latest update? We would love to hear from our club on this topic, please use the link in the Classifieds section to let us know!



What is Flight Service capable of? From the FAA's standpoint, there are still vital services provided by these teams of people that operate the Flight Service Stations across the US and other territories. From their [website](#):

Flight Service communicates directly with pilots for pilot briefings, flight plans, inflight advisory services, search and rescue initiation, aircraft emergencies, and Notices to Airmen (NOTAMs). Flight Service provides services in Alaska by government personnel and by a contract service provider (Leidos) in the continental U.S. (CONUS), which includes Puerto Rico and Hawaii.

The Flight Service Pilot Web Portal [1800wxbrief.com](http://1800wxbrief.com) allows pilots to receive online preflight briefings, file flight plans and get automatic notifications and alerts, including flight plan closure reminders. Registering for automatic notifications and alerts keeps pilots informed when new or adverse conditions arise, such as a severe weather forecast or observation, an airport closure, NOTAM or temporary flight restriction.

The Weather Camera Program is increasingly popular in Alaska as a primary source for pilots to obtain preflight and en route weather briefings. The program is now under Flight Service and will explore future development opportunities, including expansion in Alaska and mountainous areas of the contiguous United States and Hawaii.

Weather cameras provide a means to look before you fly versus flying out to take a look, enabling pilots to have the data to make better decisions and improve aviation safety. Visit the FAA Weather Camera website to learn more <https://weathercams.faa.gov>.

Next time you'd like more information around a NOTAM or would like to get a better weather picture to plan your flight, call a briefer! Or more likely, if you need updated weather information in flight, call up the nearest FSS and get as much information as is available to provide situational awareness.



### Plane Talk from our Chief Flight Instructor by Greg Jarosz

Hello Condor Members- The winter of 2022 has opened with full force, snow, wind, and sub-zero temperatures. But don't let that stop you! Our airplanes perform excellent in these conditions. You just need to take a few precautions. If you are going to fly right after a snowfall, give PJC FBO a call (724.452.4719) and see how runway and taxiway conditions are. Make sure you replace those tennis shoes with warm shoes with some sort of traction. Throw some warm weather outerwear and maybe even a compact winter survival kit in the back seat. Use slower taxi speeds. Pay more careful attention to crosswinds and be judicious with the use of both brakes and power. Lastly, that nice clean runway you took off on may be a bit icy once the sun starts to get lower in the sky.

Think Fast, Move Slow, Fly Safely

## Member Spotlight – Meet Hyrum Wright!

What certificates/ratings do you hold?

Private Pilot - ASEL

How many hours do you have?

~110 Total Hours

How long have you been flying?

Almost a year!

When did you join Condor?

Almost a year!

What prompted you to look skyward?

I always had an interest in flying, but figured it was impractical for financial or time reasons. A few years ago, our family went on a brief flight with a friend around the mountains of Utah, and my son got very interested. Last year he told me he wanted to learn to fly, and while he still has a couple of years to grow, it prompted me to look into what it would take. I discovered it wasn't as impractical as I thought, and here I am!

What is your favorite part of flying?

Aviation is completely new to me, and there is so much to learn. I love the challenge of learning a new skill or extending an existing one. I try to learn or practice something new every time I fly.

What is your next aviation goal?

I'm starting to study towards my instrument rating.

What is your favorite aircraft?

N96573

Any words of wisdom to share?

I feel too new to have much wisdom, but if anything, I'd say to always be learning. Enjoy the challenge.



## 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!

- Kristen Malinko
- Matthew Coyner
- Patrick Chalupiak
- Naomi Wigley

## 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.

# 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!*

*This space is pretty lonely... how about a bad joke?*

*What happens when the prop stops spinning? The pilot starts sweating!*

## CONDOR AERO CLUB REGULAR MEETING

### Meeting Minutes

Look for November and January 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., January meeting minutes are approved at the February meeting)*