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Photo Credit: Hyrum Wright

Lead Free General Aviation Fuel by 2030

During the General Aviation Manufacturers Association State of the Industry press event at the National Press Club in Washington, D.C. last week, a bold commitment was made to eliminate lead from GA fuels by 2030. General aviation leaders, petroleum industry stakeholders, and the U.S. government have teamed up and formed the EAGLE (Eliminate Aviation Gasoline Lead Emissions) initiative to tackle this change. 2030 is less than 8 years away, and a lot of work needs to be done but it will be interesting to see the impact this will have on our airports and aircraft alike.

Read the full AOPA article here:

<https://www.aopa.org/news-and-media/all-news/2022/february/23/industry-rallies-to-make-ga-lead-free-by-2030>

The EAGLE initiative will conduct its activities under four pillars:

- Regulatory and Safety Policy: Outlining needed policies and processes in such areas as fuel authorization, certification, and standards.
- Unleaded Fuel Testing and Qualification: Research and testing for a viable, safe, high-octane replacement for 100LL, and issuance of an FAA eligible fleet authorization.
- Research and Development: Focus on advanced technology designs and evaluation of operational procedures to facilitate the use of replacement unleaded fuels.
- Business Infrastructure and Implementation: Maintaining 100LL availability and airport access during the transition while supporting a clear path to market for a new fuel.

Groups committed to the EAGLE initiative include AOPA, GAMA, the American Association of Airport Executives, the American Petroleum Institute, the Experimental Aircraft Association, Helicopter Association International, the National Air Transportation Association, and the National Business Aviation Association.



President's Corner

by Keith McPherson

Hi everyone!

We're nearly finished with winter! We've been taking advantage of the weather to get ahead on some maintenance activities with the Fleet as we do each winter. In addition to the weather, we felt the effects the global pandemic is causing with the supply chain. Those who fly the Arrow know that we've been waiting quite some time for cylinders, which are normally easy to get. Our avionics upgrade on the Dakota was also affected by Garmin delays, but we worked through it, and hope to have the Dakota back around March 1st. Even everyday parts are experiencing increased lead times, so please know that we're working as hard as we can to get the planes back in the air. Special thanks to Chip and Jason for managing this situation.

On a positive note, as we head into spring, we'll be seeing better weather and longer nights. The shift to Daylight Savings Time is on March 13th, so please enjoy your evening flights. The Farmer's Almanac states that March "comes in like a lion", so during your preflight Wx briefings, please keep an eye out for Airmet Tango (Turbulence), LLWS (Low-Level Wind Shear), as well as Pireps (Pilot Reports). Spring is also great time of year to get an hour with an instructor if you haven't flown much over the winter. AOPA offers a great "Rusty Pilots" series of seminars. Just Google "Rusty Pilots" for more information.

Great weather is on the way, and we're working to get the Fleet ready to go for the 2022 flying season.

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!!!

- Jessica Miladinovich – Commercial Pilot ASEL – January 22nd, 2022

General Club Meeting

The Condor Aero Club will meet on **Tuesday March 1st 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 block 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.

Go-arounds are one of the most critical aspects of flight training, yet also fall into the category of maneuvers we rarely practice after the initial checkride. When was the last time you executed a go-around? When needed most, are you prepared to execute one safely and effectively?

Recently, a student pilot on their first solo entered a stall-spin scenario after an attempted go-around. Thankfully, the student walked away from the accident. We have the benefit of video footage of this accident and we can learn several things as pilots on what to be aware of during a go-around.



The Finer Points' Jason Miller has done a great job breaking down this accident and identifying lessons we should all learn. His callouts are below but I would recommend watching his video to both see the accident and also hear first-hand what Jason sees in this video.



[The Finer Points Go-Around Accident Reaction](#)

Takeaways:

- Know where to look during a bounce, balloon, or flare. Losing awareness of your pitch and altitude so close to the ground can be catastrophic.
 - Use the Lindbergh Reference
 - Talk to an instructor for more detail and tips on where to find this reference
- Adding power will pitch the nose up. If your attitude is already nose high, be aware of how close you may be to the critical angle of attack, and by extension, a stall.
- Be prepared to exit ground effect! As you climb away from the runway, you will experience a loss of lift as you leave ground effect. If you don't have sufficient airflow over the wings, you may not have enough lift to stay airborne.

Plane Talk from our Chief Flight Instructor

by Greg Jarosz

Hello Condor Members- Spring is coming and it's bringing the wind with it! This is a good time to hone those crosswind landing and taxi skills. Our planes do not take kindly to landing in a crab. So, to avoid having to buy a tire or two, get that baby tracking straight down the centerline. The "Wing Low" method works well for this. On final, I do this at about 100' AGL, take the crab out with rudder. This will align your fuselage with the runway. Then stop the drift with opposite aileron, "Wing Low", into the wind. Have a good craniums up for wind gusts and change of direction, especially on 35. You still must fly it all the way to touchdown. Adding a few extra knots and/or using less than full flaps will give you a more stable platform. Brake judiciously. Use a highspeed taxiway, if available, and keep the ailerons into the wind for crosswinds and ailerons/elevator down and away for quartering tail winds while taxiing. Don't stop thinking wind. Fly the plane all the way to engine shutdown. Crosswinds can be very challenging and very rewarding. Once mastered, it will add a whole new dimension to your aviation prowess.

Think Fast, Move Slow, Fly Safely

Member Spotlight – Meet Dennis Carleton!

What certificates/ratings do you hold?

I'm instrument rated, single engine.

I have complex and high performance endorsements.

How many hours do you have?

330

How long have you been flying?

My earliest logbook entry is in 1983.

After I got my certificate, I had to quit flying in 2003 to raise my family. I started back in 2019 when I joined the club.

When did you join Condor?

3 years

What prompted you to look skyward?

I've always been fascinated by planes.

Every time I see a plane take off, I think it's just amazing.

What is your favorite part of flying?

I enjoy the challenge of all that a pilot needs to learn. I love being able to do what only a small portion of the population is able to do.

What is your next aviation goal?

Plane ownership. I've been looking for a plane for about a year now.

What is your favorite aircraft?

My favorite club plane is the Arrow. Good old '63T.

Any words of wisdom to share?

Every time I fly with an instructor, I realize how much I don't know and about flying and how much more I have to learn. I never want to get to a place where I think I don't have any more to learn.



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!

- Joseph Larsen
- Jack Zalmanek
- Jenna Baglio
- Omkar Kulkarni

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

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!*

Submitted by Jay Patrikar

The Flying Club (TFC) at CMU

We are hoping to create an aviation community targeted more towards college students in the Greater Pittsburgh Area. We are less than a year old but boast a strong membership of over 100 members. I would love for other Condor members to know about us and support us. We regularly hold meetings and I think TFC can benefit from the huge knowledge base at Condor!

Check us out - <https://www.cmuflyingclub.org/>

We were also featured in CMU News:

<https://www.cmu.edu/piper/news/archives/2021/june/flying-club.html>



Submitted by Kenneth Millett

Air Ambulance Needs Pilots!

Pilots are required to have a commercial multi rating and meet hour minimums to qualify.

Learn more – <https://www.airambulanceworldwide.com>



MAINTENANCE

Maintenance Officer Chip Vignolini reported the following for October 2021:

N98887 – New aircraft battery installed; Static Altimeter Transponder check completed.

N2896M – Super 50-hour Inspection completed; new aircraft battery Static Altimeter Transponder check completed.

N89549 – Annual Inspection in progress.

November forecast: N1963T, N684SP, and N62104 – 50-hour inspections.

N4335M – Pricing and booking for radio upgrades this winter.

The Zelenople Airport runway lights are not working. Need to land 1/7.

PROGRAM

Dr. Conti and Betty Rich are new AME'S in our area. Chris Miladinovich introduced them to the Condor Club members. They presented an interesting program for pilots who need to renew his/her medical. Dr. Conti told the members they will do all they can to help keep pilots flying. President McPherson thanked them for their presentation. All present appreciated the medical facts and helps!

FIRST FLIGHT ANNUAL DINNER

The First Flight/Christmas Dinner will be held on December 4, 2021 at the American Legion on New Castle St., Zelenople, PA. 6:00 p.m. gathering - 7:00 dinner. Members were requested to RSVP to get an accurate count for dinner

ADJOURNMENT

Tom Collins moved and Taylor Manoli seconded, "The November Meeting of the Condor Aero Club is adjourned." - Motion carried.

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

January 4th, 2022

Look for February 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., February meeting minutes are approved at the March meeting)

SOCIAL EVENT - A SOCIAL EVENT was held with great food, music, and networking from 7:00 P.M. TO 8:00 P.M in Chris's Hangar. Thank you to JP & Cindy Smith for preparing the wonderful food, setting up, tearing down/cleanup. Thank you to John Mueller for setting up the PA system as well.

CALL TO ORDER

President Keith McPherson called the regular meeting of the Condor Aero Club to order at 8:01 P.M.

President Keith welcomed all members and guests.

MINUTES

MINUTES of the November 4, 2021 were not read due to Dorothy Meeder's absence.

READINGS were not announced due to the secretary's absence.

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account balances for December 2021:

Account balances as of January 1, 2022 (Cash basis)

Accounts Receivable	-	(\$54,313.56)
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Total Cash Checking Accounts

Beginning Balance	-	\$102,923.50
Inflows	-	64,158.91
Outflows	-	116,502.97
Net	-	-(52,344.06)
Balance as of 1/1/2022	-	50,579.44

First Commonwealth Bank Loans

Balance	-	14,735.49
Rate	-	4.93%
Line of credit	-	Line \$25,000.00 – Balance \$0.

Off field fuel reimbursement stays the same: \$5.40

Mike Bruce moved and Phil Kriley seconded, "The December Condor Aero Club Treasurer's Report is accepted as read." - Motion carried.

MAINTENANCE REPORT

The October 2021 Maintenance Report was presented to the membership. The enhancement plans for the Dakota were presented. Members are looking forward to advanced avionics asap.

Note: Members should remember to use cowl plugs in cold weather conditions.

UNFINISHED BUSINESS

The updated Club Charter and Operating Rules, as amended, was presented by Chip Vignolini to the membership. Chris Miladinovich moved and Bob Belsterling seconded, "To accept the updated Charter and Operating Rules, as amended." The members voted 'Aye' unanimously." -Motion carried.

Thank you to Chip Vignolini for leading the efforts of updating the Club Charter & Operating Rules.

NEW BUSINESS

The "Lewis Freedom of Flight Scholarship" Program was presented to the membership for review by Chris Miladinovich. Jan Lewis spoke to the membership about his passion for aviation and the rationale behind starting the program for Condor. Jan and Linda Lewis generously donated \$5,000.00 to the Scholarship fund which will be matched by an anonymous member. Members may contribute at any time. Various scholarships for different ratings may be applied for by June. President Keith McPherson appointed Jan Lewis as the inaugural scholarship chair for this program. Thank you, Jan and Linda Lewis from the entire Condor Aero Club and the future pilots this program will benefit. More formal program details will be shared with the membership as the program is finalized.

The board convened for a special purpose vote under the motion by Chris Miladinovich to bestow Jan Lewis (and Linda by extension) honorary members of the Condor Aero Club. Jason Jodkin seconded the motion which was very quickly passed unanimously. All present board members (Carrie and Dorothy) confirmed their 'aye' making this a unanimous board decision.

PROGRAM

Longtime Condor member Taylor Manoli and his fellow officer brought a Civil Air Patrol C182 G1000 plane to put on display for Condor members. Taylor gave a presentation of Civil Air Patrol, the history and purpose of the Program, information about how to get involved. Taylor shared his experience and passion for the organization. The Cadet and Senior Programs were also discussed. The members truly enjoyed Taylor's presentation. The Condor Aero Club thanks him and the Civil Air Patrol for the wonderful program.

ADJOURNMENT

Greg Jarosz moved and Greg Marley seconded, "The January 2022 Meeting of the Condor Aero Club is adjourned." - Motion carried.

January 4, 2022 Meeting adjourned at 8:38 p.m.