

this issue

Current News | 1

President's Corner | 2

Earning Their Wings | 2

From the Right Seat | 3

Member Spotlight | 4

New Members | 4

Upcoming Events | 4

Maintenance Corner | 5

Classifieds | 8

Meeting Minutes | 9



Congratulations to the Lewis 'Freedom of Flight' Scholarship Winners!

The Lewis "Freedom of Flight" Scholarship was established in 2021 by long-time Condor Aero Club members, Jan and Linda Lewis. Jan has been afforded tremendous opportunities in aviation through his extensive and accomplished career. His and Linda's passion for excellence in aviation is infectious. They established this scholarship to support aviators with great dreams and strong desires with the ability to reach into the skies.

We'd like to congratulate the following winner's of this year's inaugural scholarships!

Jason Mittenzwey

Cindy Anne Smith

Casey J. Matvey

Looks for these Condor members as they pursue their certificates and additional ratings! Best of luck and fly safe!

Condor Members Escort the Traveling Tomb of the Unknown Soldier

Over the July 4th weekend, two of our own Condor members had the honor and privilege of escorting the Traveling Tomb of the Unknown Soldier into Zelenople. Jan Lewis and Charlie Potts provided the escort for the memorial as it traveled from New Castle to Zelenople.

The Traveling Tomb, which is owned and managed by the Americanism Committee of the Exchange Club of Rome, Georgia, is a replica of The Tomb of the Unknown Soldier in Arlington National Cemetery in Arlington, Virginia, adjacent to Fort Myer just across the Memorial Bridge from Washington, D.C. It is a monument dedicated to American service members who have died without their remains being identified.



President's Corner

by Keith McPherson

Hi Everyone! Happy Summer! It's great to be back home! We are continuing to have record flying hours each month - it looks like all are taking advantage of the great weather and out fleet. Great job to the maintenance team that keeps us flying.

As we look forward, please plan to be at our annual summer Corn Roast and picnic on Saturday, August 13th. As most know, there will be no meeting in August.

Please also make your calendars for the September and October meetings. We'll be taking nominations for three Board positions starting in September, and October will be our annual election. If you or someone you know would like to serve the Club as a Board member, we would greatly appreciate it! Hope to see everyone at the Corn Roast!

Flay 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!!!

- Jay Patrikar – Private Pilot ASEL – July 11th, 2022
- Dennis Costa – Instrument Airplane

General Club Meeting

The Condor Aero Club will NOT meet in August due to the Annual Summer Picnic and Corn Roast. Please join us on **Saturday August 13th at 4pm!**

We have a new location this year, the Zelenople Community Park! All the details are in the link below. Please take a moment and RSVP so we make sure we have enough food for everyone. As of now, we're not planning a Golf Outing, but if that changes, we'll update everyone.

<http://evite.me/abEfur7ZVWctrl>

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 sign-off 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

Condor Board



President

Keith McPherson
(412) 853-3792

keithmac89a@gmail.com

Vice-President

Chris Miladinovich
(412) 225-4331

cmiladinovich@condoraero.com

Secretary

Dorothy Meeder
(724) 776-1475

cmeeder@zoominternet.net

Treasurer

Bob Miladinovich
(412) 225-4332

gmiladinovich@comcast.net

Chief Pilot

Carrie Matvey
(412) 418-8547

kcmatvey@hotmail.com

Chief Flight Instructor

Greg Jarosz
(412) 606-1437

jaroszjz@gmail.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

chipvig@gmail.com

Condor Instructors

Chief Flight Instructor
Greg Jarosz
412.606.1437
jaroszjz@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

Brian Garland
724.825.2935
beardoo@msn.com

Jeff Jones
412.720.8108
kcip2010@gmail.com

Matthew Lambert
304.319.1680
Matthewrlambert@yahoo.com

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

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

Christine St. Onge
724.935.3011
chrisc17b@aol.com

Jake Vagias
724.368.3659
jkvpav@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

Brandon Wood
724.986.5721
brandwood429@gmail.com



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.

Some people are naturally good test takers. They may not need to study much, or they may just absorb information easily. Others break out in a cold sweat at the mere mention of a written test and would rather do just about anything else. No matter which camp you may be in, it's important to go into your FAA written exams prepared.

Some students take this very seriously, while others may take the approach of only aiming for the 70% passing mark. Further, others may be content taking the test as many times as it takes to pass. This is not a good idea for several reasons and hopefully I can convince you why!

- Your written test score can affect you on your checkride!
 - During the oral part of your practical exam, the FAA examiner will look at your Airman Knowledge Test Report. Experience shows that many examiners tend to go a little easier on those with a good knowledge exam score. That isn't a set rule, just an observation.
- It Will Cost You More Money
 - Taking the FAA knowledge exam isn't cheap. The cost gets pretty steep after taking it two or three times. Add to that, every time you fail the exam, your CFI has to go over what you missed on the test and give you remedial training on those subjects before they can give you another endorsement to retake the test.

So how can you be better prepared and setup for success? Below are seven things to keep in mind (taken from <https://medium.com/@GAAero/how-to-pass-your-faa-knowledge-exam-with-a-great-score-and-why-it-s-important-90885a4a8ee>)

1. You Need to Actually Learn the Material
 - DO NOT try to memorize questions and answers.
 - The FAA doesn't publish all of the actual questions, so you can't memorize them all anyway.
2. Take Your Test Early
 - Take the exam as soon as possible; preferably early in your training.
 - Getting it done and out-of-the-way early will allow you to focus on your actual flight training and not have to worry about it.
 - Test results are valid for 24 calendar months.
3. Know How the FAA Questions Are Written
 - If you leave a question blank it will always score as wrong, so guess!
 - The questions are literal; never try to read the question for implied meaning.
 - Most questions include one possible answer that is very close to the correct answer but, wrong in some small detail.
4. Study the Actual FAA Test Supplement
 - It's made to be a study aid and contains some answers!
5. Take Lots of Practice Tests
 - When you are consistently scoring over 85%-90%, it's time for the test.
6. Only Take What Is Allowed to the Test
 - Don't fail on a technicality.
7. Don't Even Think About Cheating
 - Nothing to add here... don't be dumb.

Plane Talk from our Chief Flight Instructor by Greg Jarosz

Do it in the dirt! Hello Condor Members, have you had the chance to do an actual soft field takeoff/landing? Well, we have a few turf fields around the area that can provide that opportunity. Greenville Municipal Airport (4G1) is located 40 miles north of Zelig right up I-79. It has a 2551 x 118 ft. Turf runway in good condition. You can land on the intersecting asphalt runway first to get a good check of the wind then taxi to the turf runway. Have the plane configured for short/soft field takeoff and once you leave the asphalt surface, make sure you keep that yolk back in your lap while you back taxi to take off. Put the coals to it, check your engine instruments. As the nose lifts off, reduce the elevator slightly (watch those tail strikes) get into ground effect, then "YEE-HAW" put all that training to use! Climb speed per the POH, clear the trees, pick up Vx then clean her up. Pull into the closed pattern and get ready for a soft field landing. Fly a stabilized approach, full flaps, speed 1.3 Vso or whatever the POH says. As you cross the threshold, hold the aircraft in ground effect, 1-2 feet above the surface, for a soft, slow touchdown, and keep the nose wheel off the ground as long as possible. Follow those steps, and you'll have a perfect soft-field landing. For those of you who are more adventurous, Brokenstraw Airport (P15) at Pittsfield, is an excellent turf field. Runway 9/27 is 3650 x 100 ft but do your flight planning, all patterns are to the north. Think Fast, Move Slow, Fly Safely

Member Spotlight – Meet Drew Dorko!

What certificates/ratings do you hold?

I earned my PPL at High Flight in July of 2020. Hard to believe my biannual is due already.

How many hours do you have?

132 hours. It's not quite where I thought it would be at this point but they're coming more steadily now.

How long have you been flying?

My discovery flight was February of 2019 and I was hooked immediately.

When did you join Condor?

Just about two years, and have been continually amazed at what this club accomplishes.

What prompted you to look skyward?

Learning to fly has always been a childhood dream, and my interest in aviation dates back about as far. Ultimately I have to give credit to my wife Christina who pushed me to it with a "Do it now, what are you waiting for?" despite her fear of heights.

What is your favorite part of flying?

I love putting everything together. The study, the practice, and eventually a new skill clicking for the first time or being further refined.

What is your next aviation goal?

Working with Tim DePaolis on that instrument rating and starting in on the Pipers.

What is your favorite aircraft?

Bouncing around in 89549 is hard to beat from a stick and rudder perspective, but I always gravitate to 62104.

Any words of wisdom to share?

I sometimes have to remind myself to enjoy the learning process and not force anything.



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!

- Casey Matvey
- Ralph Comulada
- Jason Lincoln
- William Ferguson
- Maximus Kasowski
- Ryan Johns

Upcoming Events

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

- Condor Summer Corn Roast – August 13th (<http://evite.me/abEfur7ZVWctrl>)
- KRVL – Fly-In Breakfast, every second Saturday of the month
- KCBE – Fly-In Breakfast, last Sunday of the month during the summer
- N56 – Fly-In Breakfast
- Other Fun Trips!
 - WV08 – Island Airport in West Virginia
 - 8N1 – Grimes Airport in Bethel, PA, home of the Golden Age Air Museum

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) - \$90
N98887 (C172) - \$120
N96573 (C172) - \$120
N62104 (C172) - \$120
N684SP (C172SP) - \$125
N2806M (P28A) - \$125
N1963T (P28R) - \$135
N4335M (P28B) - \$155

Off field fuel reimbursement:
\$8.15/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

Jul 2022

Chip Vignolini – (412)215-1225
chipvig@gmail.com

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.



Jun. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N96573:

N98887:

N62104:

Replaced oil pressure/temp gauge with overhauled unit, repaired right fuel tank leak, dressed prop, completed annual, new wheels, brakes, and tires, tach overhauled, pilot window spring replaced, and carb airbox repaired.

N684SP:

Fixed airspeed indicator

N2806M:

Addressed left wheel pant, installed new oil inspection door assembly

N4335M:

Addressed wheel pant issues.

N1963T:

Please Continue to Email or Text me with all Issues:

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, Self-Performed Maint. **P.2**

Maintenance Summary **P.3**

Jul. Planned Maintenance:

N89549:

50hr inspection

N96573:

right NAV light, repaired stall horn, main tires replacement (flat spotted), GPS/NAV switch bulbs, right fuel tank, annual

N98887:

Replaced starter and ignition switch, super 50hr inspection

N62104:

N684SP:

Right seat track, ADF troubleshooting, super 50hr, check AP (nav mode won't engage)

N2806M:

Ignition switch, rotating beacon, EGT, panel lights, paint oil door, HSI. Annual due 8/1

N4335M:

Fuel pump replacement, G5 roll adjustment (rudder trim).

N1963T:

Engine work in Elkins. Oil filter and screen checked, cylinder pulled and checked.

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, chipvig@gmail.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

Reminders:

I would really like to change the first (3) sections; Aircraft 'check-out', Cowl Plugs, and Missing Checklists/Gust Locks, but unfortunately all three continue to be an issue. Please pass along to other members, and report to me when you see it's not happening, together maybe we can change this up next month...fingers crossed.

Self-performed Maintenance:

Please DON'T! It may seem simple, but could be causing even more of an issue. Just report the issue to Jason or I.

Considerate to other Members:

This also continues to be an issue...leaving the content in from month to month is not laziness on my part. Please help me change the content next month!

Please clean up the aircraft after your flight. Take your trash with you, and make sure to wipe down the leading edges, front of the cowl, and the windshield.

No one, including YOU, wants to show up to an aircraft left in disarray. Cleaning it once per flight is enough, no one wants to clean it before you leave and when you return.

What's required prior to Preflight and Departure?

Always 'check-out' the aircraft in Skymanager and have a destination in the 'Comments' section.

Aircraft 'check-out':

It doesn't seem like a major violation, right? Unfortunately, it is, you could have just departed with an airplane that was grounded and never squawked! A HUGE safety concern, and one of the things that keeps me up at night.

Our clubhouse is unattended, and as members report problems, we may need to ground an aircraft over the phone. Within Skymanager, the plane N number is **bolded RED** and you cannot check the plane out. But the paper squawk may not have been updated.

If you fail to 'check-out' the aircraft, you would never know!

Unfortunately, this has occurred (10) times in the last year that I'm aware of, and luckily without incident.

I'm not trying to be a PITA, just making sure everyone is safe!

Please continue to use the Cowl Plugs (even in the hangar):

This continues to be a problem. It's always important to ensure the cowl plugs are installed correctly after every flight. This helps to keep the engine warm, birds out, etc. I realize we hangar the planes, however we have birds in the hangar, and its good practice when off-field.

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.

Missing Check-Lists and Gust Locks:

Please do not remove the Check-List and Gust Locks from the aircraft, and if you happen to take it with you by mistake, **PLEASE RETURN IT!**



Flight Time:

ZUZU									
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	456.6	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	55.9	51.9	53.2	58.7	28.5	10.6	54.8	313.6
DEC	0.0	50.7	39.6	49.2	41.3	9.7	26.9	53.4	270.8
TOTAL	169.7	489.8	640.2	553.0	628.4	295.5	51.8	496.1	3324.5

2022									
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	0.0	85.1	26.2	64.7	15.1	0.0	4.1	49.3	244.5
FEB	0.0	40.1	62.0	47.1	39.9	0.0	0.0	52.9	241.0
MAR	0.0	0.0	60.8	73.7	97.5	1.4	12.7	58.1	304.2
APR	0.0	69.3	62.4	84.5	65.3	37.1	20.1	64.1	402.8
MAY	1.7	60.1	34.3	103.8	61.5	0.0	19.9	104.7	386.0
JUN	51.6	76.6	8.4	111.4	84.5	0.0	44.1	72.3	448.9
JUL									0.0
AUG									0.0
SEP									0.0
OCT									0.0
NOV									0.0
DEC									0.0
TOTAL	53.3	331.2	254.1	485.2	362.8	38.5	100.9	401.4	2027.4

449 Hours!!!! I'm pretty confident this is a new club record! My data only goes back to 2003.

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



Maintenance Summary:

449 hours flown in June. This is truly amazing for a club!

We are flying an incredible number of hours! This is now our 16th consecutive month with 200+ hours per month.

Oil consumption is at an all-time high. Please be sure you only add oil at or below the 5qt mark on the dip-stick for the Cessna's, Arrow, and Archer. The sweet spot for the engine running seems to be 5.5qts. Anything over that seems to get blown out the breather immediately.

Please do not add oil in the Dakota unless it's at 8qts or below.

Also keep in mind, new oil is pretty clear and hard to see. One trick is to hold the dipstick against a dark background.

Please only use the oil in the aircraft or associated hangar. If there is none available in either location, please reach out to Jason or I for confirmation of which oil was used during the last oil change.

I also want to touch on **fuel samples** again. This is a critical step of the 'pre-flight'. Recently members have found water in the samples, and it could either be a result of rain, condensation, or new fuel deliveries. Regardless **ALWAYS** check your sample points.

N96573 Update. During the annual we did come across some unexpected problems that delayed the return to service.

We should be turning the corner; the fuel tank has been repaired and the tool from PennYan finally showed up so Jason was able to complete that repair.

As long as we don't run into any other issues, it should be online the first week of Aug.

N1963T Update. Promising news, the new cylinder is installed and just waiting on a push rod and oil filter. Yes believe it or not, there seems to be an oil filter shortage across the country.

Then a thorough ground run is planned. If that all goes well, the oil will be drained and filters cut to ensure all is good. If so, it will be test flown, and returned to KPJC.

N4335M Update. The auto-pilot is still a bit buggy and we'll probably need to send the unit back to AutoPilot Central for bench testing.

We are also still planning to install the Garmin 650, G275s, and G375 once all the equipment arrives. This will eliminate any interoperability issues, and have the same look and feel for traffic as our other aircraft.

Please do NOT dump fuel samples or the sample bucket contents on the tarmac! AVGAS is a Concrete and Asphalt killer!

This is a recent spill, ~1wk after the incident. This was even after the member used cat litter and degreasing soap to mitigate the spill.



Hangar / Aircraft Assignment Update:

We are in the process of removing and applying new door signage, but wanted to ensure everyone had a copy of the new layout (see below)

Please DO NOT perform any maintenance on any Condor aircraft. Some things may seem like a simple fix and you're just helping out, but if not done correctly, it could create a larger problem, especially for the next member flying the aircraft.

Please always report and the issue, no matter how small it may seem.

Lastly, Please **NEVER** hesitate to squawk something you feel is relevant. It's safer for everyone if you report a problem and have Jason look at it. Even if it turns out to be nothing, it's still

REMINDERS: Skymanager:

Please don't forget to 'check-out' your reservation in SkyManager prior to preflight.

This is the only way to catch if an airplane has been grounded!

Problems can be reported and planes grounded over the phone, without squawk sheets being updated.

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

chipvig@gmail.com

Condor Hangars

								N89549
N4335M	N1963T	N2806M	N62104	N96573	N98887	N684SP	Club House	

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

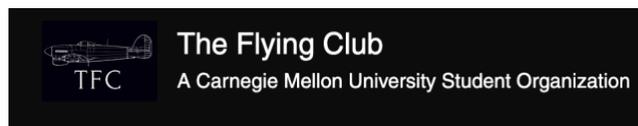
The Flying Club (TFC) at CMU

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>



CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

Look for June and July 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., July meeting minutes are approved at the September meeting, due to the picnic)