

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

Meeting Minutes | 7



Photo Credit: Ashley Davis

Condor Elects New Trustees to the Board

During the October General Meeting, Condor members voted to fill the three trustee positions that were up for election this year. Four members were nominated for the three positions and the club had the opportunity to hear from each candidate during the October 4th meeting. We are fortunate to have a healthy club and committed membership and it is exciting to see the direction of the club take shape!

On behalf of the Board of Trustees, congratulations to the following candidates who have been elected to serve for the next three years:

- Alan Connor
- Chip Vignolini
- Keith McPherson

Chip and Keith are continuing their tenure and we're excited to welcome Alan to the Board! After the election results were confirmed, the new Board of Trustees met and determined the officers and responsibilities for the coming year:

- President: Keith McPherson
- Vice-President: Chris Miladinovich
- Secretary: Dorothy Meeder
- Treasurer: Bob Miladinovich
- Chief Pilot/CFI: Greg Jarosz
- Director of Maintenance: Chip Vignolini
- Programs/Hangar Operations: Carrie Matvey
- Accounts Receivable: Ron Flinner
- Safety: Alan Connor

Congratulations again to those elected and thanks to our dedicated membership for your continued trust and contributions!

Finally, the Board would like to sincerely thank Jason Jodkin for his years of service on the Board, as well as his dedication to Condor. Thanks, Jason!!



President's Corner

by Keith McPherson

Hi all, happy autumn!

It was great seeing so many of you at our October meeting. I'd like to welcome Alan Connor onto the Board. His business experience is vast, and will be an asset to the Club. As days get shorter, please get with an instructor for you night currency.

Looking forward to seeing everyone at the First Flight Party in December!

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!!!

- Ashley Davis – Private Pilot ASEL – October 24th, 2022
- Breckin Himmler – Private Pilot ASEL – October 24th, 2022
- Hyrum Wright – Instrument Airplane – October 6th, 2022
- Sarah Souders – First Solo – September 3rd, 2022

General Club Meeting

The Condor Aero Club will meet on **Tuesday November 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 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. Seminars for 2022 are being scheduled now!

Dues and Insurance – 2023 dues and insurance have been billed to your account and are due on December 31st, 2022. 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
gmladinovich@comcast.net

Chief Pilot/Flight Instructor

Greg Jarosz
(412) 606-1437
jaroszjz@gmail.com

Director of Maintenance

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

Programs/Hangar Operations

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

Accounts Receivable

Ron Flinger
(724) 865-9345
Skyking8q7@gmail.com

Safety

Alan Connor
(412) 969-3820
adcst12@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
skyking8q7@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.

Thank you for your feedback!! ... all two (2) of you...

If you remember from last month, we asked for tips, tricks, lessons, or other things that helped you along your journey. The response was a bit disappointing but as promised, the feedback we did receive is provided below.

I'd like to thank **Jessica Miladinovich** for her quick response and awesome tip! Her response is of course included below and for her participation, she is the winner of a Chick-fil-A gift card!

If you have any additional feedback to share, we'll leave this open for one more month.

Tip from Jessica Miladinovich:

- Chair flying! My instructors have really emphasized chair flying while at home. It'll get you extremely proficient on the procedures of the maneuver. By the time you get back into the plane, all that's left is to just fly the maneuver. Investing in a cockpit poster helps a ton for this as well.

Tip from JR Vickerman:

- "Stack the odds in your favor" - It's a phrase I share a lot. It can mean many things, like using the IMSAFE mnemonic before going to the airport, or conducting a thorough weather brief and aircraft preflight. It can mean developing habits and procedures that keep you ahead of the airplane. It's a mindset, really. Set yourself up for success. Stack the odds in your favor.

[Click here to submit your input!](#)

Plane Talk from our
Chief Flight Instructor
by Greg Jarosz

Soar with the Owls? Hello fellow Condor Members. Here we are again. Daylight Savings Time is coming to an end. Time to hone those night flying proficiency skills. It's a great time to fly. It's smooth, less traffic and quieter (not so much chit chat on the radio). There are just a few things to consider before you venture out into the dark side.

First, your Currency requirements. I will spare you the regurgitation of FAR 61-57 (b). You can peruse that on your own. Second, what do I need? Again, see Part 91.205(c). Now what? Grab your flashlight or Cranium Lamp and do a slow, thorough preflight. You may even want to do it during Civil Twilight just to let your eyes slowly get acclimated to the dark. Be sure to taxi on the yellow line! (This should not be a new concept). Do not use strobes until taking the active for takeoff. This will keep other pilots waiting to takeoff from being flash blinded. Crosscheck your instruments a bit more on T/O and during flight. Be aware of a possible indiscernible horizon. Scan for other aircraft using your peripheral vision. If an aircraft is not moving forward or backward on your windscreen, you are on a collision course. If the lights of a town, in front of you, disappear do not continue straight ahead. Bad weather or a cumuli-granite cloud could be in your way. Lastly, be aware of flat final approaches and don't get "Target Fixated" on the numbers when your landing light illuminates them. Transition your aimpoint to the end of the runway to judge your sink rate.

Think Fast, Move Slow, Fly Safely.

Member Spotlight – Meet Brian Garland!

What certificates/ratings do you hold?

I hold commercial ASEL and AMEL as well as a CFI.

How many hours do you have?

I have 750 hours.

How long have you been flying?

I got my PPL in 2002 and have been flying on and off since.

When did you join Condor?

I've been a club member since 2017.

What prompted you to look skyward?

I was an A&P at US Air and American Airlines and was always interested in anything aviation.

What is your favorite part of flying?

Favorite part of flying is the freedom and the relationships with others with similar interests.

What is your next aviation goal?

Next aviation goal is to get the CFI-I and continue to instruct.

What is your favorite aircraft?

Favorite airplane is N684SP.

Any words of wisdom to share?

Enjoy yourself when you are flying. Flying is a serious pursuit but remember to have fun also.



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!

- Maurissa Zaffina

NOTE: Membership decision for new students is he/she must have an instructor and the availability of an airplane. A "Waiting List" will be established. Any member desiring to have instruction for an advanced rating will be first. The rated pilots desiring to become Condor Aero Club members will be put on the waiting list.

Upcoming Events

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

- 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:
\$6.98/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

Oct 2022

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

Maintenance Corner

No Report is Too Small!

We've had a couple things crop up this month.

First, please don't assume someone else has reported something. And ensure your reports make it to me. I will at least confirm I got an email or text so you know it's received.

We recently had a squawk that never sent on the member's phone, and I wasn't at the airport to check the paper squawk, so it was left unnoticed, and ultimately impacted the next member days later. If we knew about it, the part could have been ordered and repaired prior to the next member's flight.

Second, it's critical to report any hard landing, bird strike, etc. It happens, no one will be in trouble, but it needs reported. There's no way to tell the internal structural damage that may have occurred, and an A&P should look it over, and clear it to fly.

Please send any maintenance questions you have. I'm always looking for newsletter material.



Sep. Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
N96573:

Right door armrest replaced, GPS switch bulbs replaced, (2) 50hr inspections completed, bird strike on right flap, right nav light repaired.

N98887:
50hr inspection completed

N62104:
Cylinder replaced and new carb installed

N684SP:
Left door seal repaired, 50hr inspection completed, replaced tach cable, flap linkages inspected and lubed

N2806M:
50hr inspection completed, vacuum pump replaced, rudder pedal repaired (rubber pad reattached)

N4335M:
50hr inspection completed, landing light replaced, HSI INOP (dead internal battery), door bottom bracket/slide repaired, turn coordinator replaced

N1963T:
Returned to service, pilot side headset jacks and PTT switch repaired. (used 3qts of mineral oil, please continue to watch closely as we break in the cylinder)

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**

Check-Lists, Planned Long X-Countries, & G5 Shutdown Procedure

P.2

Oct. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:
N96573:
50hr inspection
N98887:
Attitude Indicator

N62104:
Cylinder overhaul

N684SP:
50hr inspection

N2806M:
50hr inspection, EGT gauge replacement

N4335M:
50hr inspection
N1963T:
25hr oil change/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, 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:

It's that time of year again, please ensure the cowl plugs are installed and the block heaters plugged in.

Self-performed Maintenance:

Please DON'T! It may seem simple, but could be causing even more of an issue. Just report the issue to me (Chip).

Maintenance Updates in Skymanager:

I recently confirmed everyone can see the 'Known' or 'Reported' squawks when you 'check-out' the aircraft in Skymanager.

They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

Please be sure to look at them prior to 'pre-flighting' the aircraft. If the problem is already reported there's no need to report again, but if you find something 'new' or the 'known' problem has worsened, please be sure to reach out to me (Chip).

Like always 'when in doubt' always report or reach out to me.

Thank you!

What's required prior to Preflight and Departure?

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

Planned Long Cross-Countries and Overnight Stays

Let's face it, this is why most of us joined a flying club. But please give me a heads up on any planned flights over 5hrs. I'm only asking, because I may not catch it in Skymanager and would like to ensure the oil change or maintenance is done prior to your departure.

Check Lists and Cowl Plugs:

This continues to be a problem and I'm not sure why. These items should NEVER leave the cabin. We don't want to resort to attaching them via a security wire to the panel for obvious reasons, but we're incurring a lot of costs to replace them. And unfortunately, it's also impacting members, especially those departing for a 'check-ride' just to discover on pre-flight they're missing!

G5 Shutdown Procedure:

Just a reminder, please do not attempt to interrupt the normal shutdown of the G5's. If interrupted, it will remain on indefinitely. And with the 'Master' switch off, it will run until the internal battery is completely drained.

It appears, this recently occurred, and after the internal battery 're-charges', during the next flight, it will require a manual start-up (i.e., push the power button). Then it returns to normal status.

In summary, when powering down, just let the G5's count-down and power down on their own, **DO NOT TOUCH THEM!**



Flight Time:

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	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	38.9	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	41.4	61.5	93.4	18.8	78.1	0.0	47.7	73.8	414.7
AUG	45.6	97.2	0.0	90.0	100.1	0.0	6.9	22.1	361.9
SEP	0.6	48.2	4.4	118.8	60.8	8.9	52.7	72.9	367.3
OCT									0.0
NOV									0.0
DEC									0.0
TOTAL	140.9	538.1	351.9	712.8	601.8	47.4	208.2	570.2	3171.3

*In July we exceeded 2020 Total Hours

*We will exceed 2021 Total Hours this month

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



Treasurer's Report (Cont'd)

Total Cash Checking Accounts

Beginning balance	-	108,307.00
Inflows	-	31,938.17
Outflows	-	65,770.26
Net]	-33,832.09
Balance as of 9/1/2022	-	77,474.93

FIRST COMMONWEALTH BANK LOANS

Paid in full 8/2/2022	-	\$0.00
Rate	-	4.93%
Line of credit	-	\$25,000
		Balance \$0.00

Note: Off Field reimbursement as of July 30,2022: \$7.49

Off field reimbursement as of August 11, 2022: \$6.98

MAINTENANCE – August

Maintenance – August:

All GPS data bases updated.

N62104 – Cylinder sent out for overhaul

N684SP – had a Super 50-Hour completed. Rotating beacon replaced; replaced left main tube.

N2806M – had an Annual completed; panel lights fixed; oil latch door painted; both main tires and tubes replaced; brake linings replaced; relaced stab bearings; replaced stab time barrel; replaced stab trim hinge; overhauled fuel pressure gauge; replaced ignition; updated 650 firmware; degrease, wash, wax

N4335M – Had a 50-hour completed; replaced all brake linings; replaced both main tires and tubes and disk brake hardware; replaced middle and aft mufflers; replaced mag with overhauled unit; replaced all engine mounts and hardware; wash and detailed.

N1963T – Engine ran and the Annual was started.

Maintenance – September:

N96573 – NAV/GPS bulbs, 50hr Inspection

N98887 – Attitude Indicator

N62104 – Cylinder overhaul

N684SP – 50-hr inspection; tach repairs; comm 1 T/S'ing

N1963T – Annual – barring no problems, flight back to KPJC

N4335M – Had a 50-hour completed; replaced all brake linings; replaced both main tires and tubes and disk brake hardware; replaced middle and aft mufflers; replaced mag with overhauled unit; replaced all engine mounts and hardware; wash and detailed.

Maintenance – September Plan:

N96573 – NAV/GPS bulbs, 50hr Inspection

N98887 – Attitude Indicator

N62104 – Cylinder overhaul

N684SP – 50-hr inspection; tach repairs; comm 1 T/S'ing

N1963T – Annual – barring no problems, flight back to KPJC

Maintenance Officer Chip thanked those who have properly checked out in Sky Manager before departure.

APPLICATION for MEMBERSHIP - Sky Manager has been taken off line. Those desiring to join Condor will have to submit a "Request for an Application" prior receiving a formal application for membership. Rated pilots needing just a check out will be accepted as will those who want to fly for an upgraded rating. Student pilots needing an instructor and airplane will be put on a "waiting List."

PROGRAM

An AOPA safety film regarding aviation fuel was shown. It discussed how critical it is for pilots to follow the rules concerning the amount of fuel needed for the flight.

The emergency check list is so important! It was advised to commit it to memory as there is very little time to act in a crisis!

ELECTION

Jake Vagias, appointed election officer, has asked those desirous of being nominated to contact him as soon as possible.

Those accepting nominations are:

- Jason Jodkin
- Keith McPherson
- Chip Vignolini

Dan Cox suggested the Condor Aero Club purchase inexpensive headsets for the club.

Dan Cox moved and Matt Lambert seconded, "The Condor Aero Club purchase three headsets to be used by the club members.

ADJOURMENT

Larry Schaefer moved and Alan Connor seconded, "The Regular Meeting of the Condor Aero Club is adjourned."
- Motion carried.