



CONDOR AEROGRAM

Pilot Reports



Presidents Corner

Happy New Year!

Hopefully, we all enjoyed a warm holiday season with family and friends.

Now that we're well-into winter, please be sure to have completed a winter seminar, and be sure to get with an instructor if you need to work on your winter flying skills - importantly, engine starting and taxiing procedures.

Also, be sure to dress appropriately. Although you'll be flying in a heated cabin, you may get exposed to the weather, so dress warmly.

So, enjoy the winter - some great flying to be had as long as we are mindful of the conditions.

Fly safe, Fly often, Fly Condor!

Keith McPherson (724) 413-135



Pilot Report

The annual Pilot report was due 12/31. Your dues, insurance and completed pilot report were due by 12/31/18 to continue your flying privileges after 1/1/19.

Please complete your report online at:

<http://tinyurl.com/PilotForm2018>

ADS-B Out Deadline - 11 Months

The Condor fleet will be prepared for the 1/1/2020 ADS-B Out deadline. To date, we have updated the following aircraft.

The following aircraft are compliant now:

- N684SP ADS-B In and Out
- N2806M ADS-B In and Out

The next ones up are N1963T ADS-B In and Out and N98887 Out only. The rest of the fleet will also be updated with Out only in the coming months.

Night Checkout

The Board decided that all new members, regardless of experience, ratings held, hours flown, or night currency, will be required to have a night flight checkout by a club instructor before being signed off for night flight in Club planes. This will ensure all pilots are familiar with night operations at PJC and Condor night policy.

The sign-off should be recorded on a Condor aircraft checkout form.

Jake Vagias,
Condor Chief Instructor

Winter Seminar

In order to fly Condor Aircraft between November and March you must attend a winter seminar or get with an instructor.

If you have attended a winter seminar in the past the only requirement is to brush up by viewing the Winter Seminar Powerpoint on the Condor Aero Web site. It is located under the "Flight Instructors" tab "Winter Safety". Send me an email once you have viewed it and I will check you off the list. Don't forget to check the cold start procedures too.

gmladinovich@comcast.net

Bob Miladinovich - Safety and Compliance

Volume 62, Issue 1
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2017-2018

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Condor Aero Club

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Condor Meeting- February 5th at 8 PM at Jason's hangar.

Join us on
Facebook

Condor is on Facebook!

www.facebook.com/CondorAeroClub

www.facebook.com/groups/Condor.Aero.Club

Follow us on Twitter:
@CondorAeroClub

Aircraft Rates

N89549 - \$80 N98887 - \$105

N96573 - \$105 N62104 - \$105

N2806M - \$110 N684SP - \$110

N1963T - \$120

Off field Fuel reimbursement \$5.19

Quotable

"More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination."

- **Wilbur Wright**

January 2019

**APPROVED FLIGHT
INSTRUCTORS**

John Vagias, LLC. (P, A, B, C)

Chief Flight Instructor

724-368-3659

Ron Flinner (P, A, B, C)

724-865-9345

Greg Jarosz (P, A, B, C)

412-606-1437

Jason Jodkin (P, A, B, C)

Carrie Matvey (P, B, C)

412-418-8547

Keith McPherson (P, A, B, C)

724-413-1353

Chris Miladinovich (P, B, C)

412-225-4331

Ed Sattely (P, A, B, C)

724-816-1290

Christine St. Onge (P, A, B, C)

(412) 427-5386

Mike Woods (P, A, B, C)

412-213-0344

**(Primary, Advanced, BFR,
Currency)**

Please remember to Cancel your reservation if you aren't flying!

A friendly reminder that if you can't take your scheduled flight, try to remove your name from it's reservation. I just looked and there are almost a dozen within the last month. Be nice and give someone else the chance to fly if you can't. Also, I mentioned at the last meeting about minimum charges. I just found 4 within the last 2 months. For any flight scheduled for at least 6 hours there is a minimum charge of one hour during the week and two on the weekends. Any flight scheduled after 6 PM and before 6 am is not charged minimum. Big Brother is watching! - **Ron**

Prepayment Incentive

Condor Aero Club has made the "pre-payment incentive program" permanent. The program is a tiered bonus payment plan that presents great benefits to both the membership and the club. Make a deposit to your account and receive a bonus payment on account **good for flight time only**. Of course, certain conditions below apply.

- Program is currently effective and may be cancelled at the discretion of the Board of Directors at any time.
- Member must be in good standing, registered and have completed a pilot report in the past year. Dues and Insurance must be paid first.
- Member must have a ZERO balance before any deposit applies towards a bonus tier.
- Payments under the program DO NOT apply to Dues and Insurance.
- Payments under the program DO NOT apply to Hangar rent.
- Payments under the program only apply towards Flight time.
- Bonuses are only applicable to prepaid flight time. Payment must be made before flight fees are incurred,
- Bonus payments are not refunded under any circumstance.
- Any condition outside of these circumstances will be resolved by the Board.

Tiers: \$1000- \$1,999.99 - 3% Bonus

\$2,000 - \$3,999.99 - 4% Bonus

\$4,000 or greater - 5% Bonus

How to Participate:

- Ensure you have a zero balance
- Write the Check or Money order to Condor Aero Club, Inc.
- Send it to:

Condor Aero Club, Inc.

PO Box 143

Zelienople, PA 16063

N98887

N98887 is now online!

There will be no private training or student solo in this aircraft at this time. Please enjoy the addition to our fleet. The Aircraft is located in our hangar next to the Arrow.

Preflight

The last person to fly a plane before damage is noted will be held responsible. We recommend taking a picture of the damage and the Hobbs meter and emailing both pictures to Jason before flying (assuming it's airworthy) to document that the damage was identified prior to your flight.

Please Clean up after your Flight

The club now has an avionics upgrade in the Archer, and a new interior in 104.

Recently we had an incident in 104 with a large dark stain on the carpeting on the pilot's side, as well as ink pen marks on the upholstery - all of this in an aircraft that was back in service only a month.

If you spill something, please clean it up after your flight. If you can't clean it, squawk it.

Please also remember to clean the leading edges and the windscreen after your flight.

If you get in an aircraft, and see gross negligence, please squawk it so the board can take action. If you don't, the next person may.

Reminders

There has been a notable increase in the number of instances where proper shutdown procedures are not being followed.

Please remember to turn the radio master off, the lights off, and the fuel pump (if applicable) off BEFORE you pull the mixture, wait, then when the engine is stopped turn the mags off and then shut off the Red Master switch.

These simple steps help ensure our equipment stays in optimal working performance.

If you have any questions concerning airplane operations, please do not hesitate to ask or, as always, you can reference each specific plane's POH.

Please note your destination of your flight into your SkyManager reservation.

Briefing Options

With the changes this year to decommission DUATS, here is a summary of your available briefing options:

- 1-800-WXBrief - Call Flight service station
- www.1800WXBrief.com/Website/#!/ - Online version run by Leidos
- ForeFlight - Brief and file in IOS App
- AOPA Flight Planner - www.aopa.org/flightplanner
- Flightplan.com - <https://ww8.fltplan.com/AwViewWx.exe?a=1>

Keep them Clean!

Please remember to wipe down the leading edge of the wing when you return the plane. Please also clean the windshield with the yellow micro-fiber cloth only. There is spray wax and window cleaner in the hangar.

There are also cleaning supplies and trash bags in the office in the utility room to the left of the computer. Please take a moment before you leave to help keep the pilots lounge clean.

DON'T LEAVE THE OFFICE WITH THE TRASH FULL. TAKE OUT THE TRASH WHEN YOU LEAVE.

CONDOR AERO CLUB REGULAR MEETING

Jason’s Hangar

November 06, 2018 - 8:00 PM

CALL TO ORDER

Vice President Jake Vagias called the meeting to order in President Keith McPherson’s absence at 8:05 p.m. Jake asked the visitors to stand and introduce themselves.

MINUTES

Tim Weber moved and Phil Kriley seconded, “The Condor Aero Club October 2018 Minutes is approved.” - Motion carried

READINGS: 1st Reading - Charley Burgunder
 Jeff Kuczma
 2nd Reading - Jack Belsterling
 Michael Finke
 John Lerda

TREASURER’S REPORT

Fiscal year 18 began on October 1, 2018.

Account balances as of 10/31/2018:

Accounts Receivable	- (\$6,393.07)
TOTAL Cash Checking Accounts	
Beginning Balance	- \$183,424.20
Inflows	- \$26,596.89
Outflows	- \$26,867.90
Net Loss	- (\$271.01)
Balance as of 10/31/2018	- \$183,153.19
First Commonwealth Bank Loan	
Balance	- \$282,084.70
Rate	- 4.93%
Line of Credit	- Line: \$25,000.00 Balance \$0.00

Steve Melody moved and Tim Weber seconded, “The October Treasurer’s Report is accepted as read.”

Motion carried.

PILOT REPORTS - Pilot Reports are due and are found on a link from Sky Manager.

George Miladinovich is handling the bookkeeping and reporting as of 10/1/2018 to help the treasurer.

OCTOBER MAINTENANCE REPORT

N684SP - Annual Inspection was completed. The right fuel sender and left main tire were replaced. The cabin door stop and lower cowling bracket were replaced. The right brake master cylinder was rebuilt.

N2806M - The Annual Inspection was completed. The vacuum pressure switch and EGT probe were replaced. The carburetor air box was repaired.

N62104 - had a 50-Hour Inspection.

N96573 had a 50-Hour Inspection. The cowl mount was replaced and the carburetor air box repaired.

N89549 - A 50-Hour Inspection was completed and an engine pre-heater was installed.

AIRCRAFT DAMAGE - The Board discussed hangar rash or minor avoidable damage and reinforced that it is the responsibility of the member who caused it. Damaged tires caused by skidding or hard braking will also be the responsibility of the pilot. Members should be aware of the condition of the tires when pre-flighting the aircraft. If the tires look damaged it was suggested he/she might take a picture to substantiate the condition of the tires prior to flying the airplane.

NIGHT CURRENCY - The board suggested scheduling a voluntary night currency session for all pilots who are not night current and would be interested in participating.

SAFETY PRECAUTIONS - Taxiing the airplane should be no faster than a brisk walk that is controlled by power not brakes. Be aware that water can get on the brakes and freeze them. The aircraft should be pushed into the hangar, not flown in. If necessary, use the Robo-Tow. Also, plug the oil heater in.

Always remember to clean the airplane, i.e., leading edges and the inside.

WINTER SEMINAR - Any pilots who have not attended a Winter Seminar or reviewed it on the Sky Manager web site are locked out of Sky Manager.

PROGRAM - Chip Vignolini discussed various events and places within a 100 mile radius of Zeligople where pilots can fly. He told the group he would make a list of places and send it on an email to members.

ADJOURNMENT

Phil Kriley moved and Dave Von Kaenel seconded, "The November Meeting of the Condor Aero Club is adjourned." - Motion carried.