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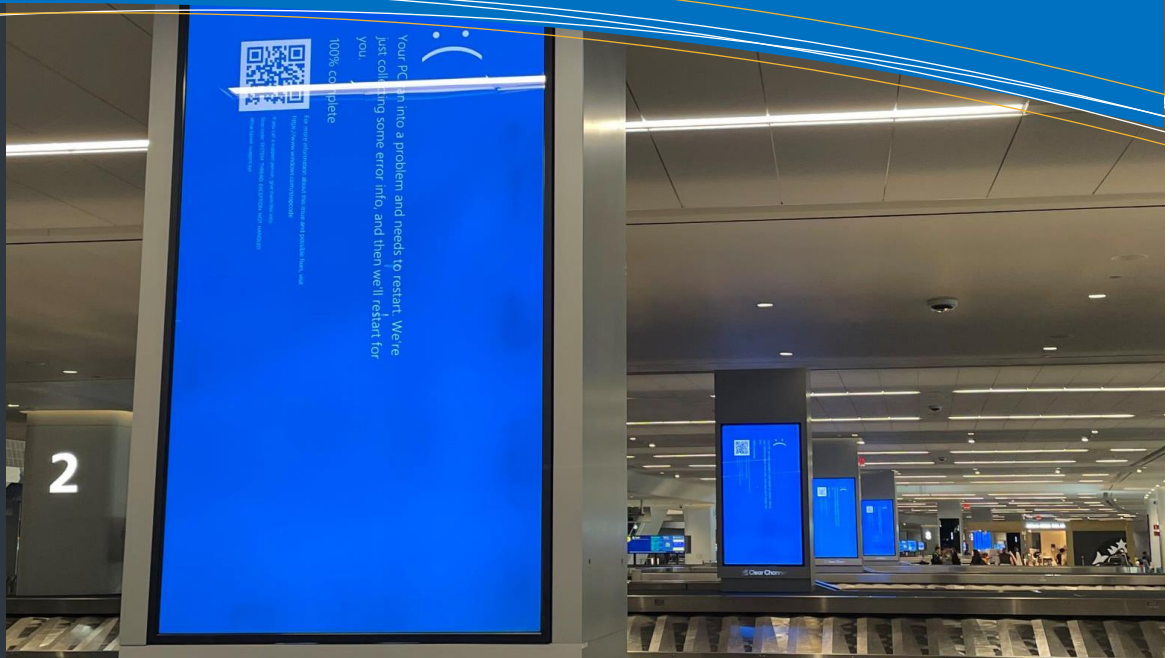


Photo Credit: Scoop.my

IT Glitch Triggers FAA Ground Stop

Hug your technology friends... seriously, they had a rough week! Early in the morning hours on Friday July 19th, cybersecurity giant CrowdStrike released a content configuration update to their Falcon product suite that caused Windows based devices to crash and then fail to reboot properly. The end result was more than an estimated 8.5 million devices going offline and presenting the infamous Blue Screen of Death (BSOD). This outage hit nearly every industry bringing hospitals, banks, offices, manufacturing, services, and of course aviation, to a crawl. US carriers Delta, United, and American requested the FAA issue a ground stop as they were not able to continue operating. The impact was about as bad as expected, with many calling the disruption the largest IT outage in history.

CrowdStrike reports more than 97% of devices are back online as of 7/29, but the ripples are still being felt in many industries. What made this outage so problematic was the fix needed to bring things back online. In most cases, the device had to be physically touched and the bad file removed to allow Windows to come back online. In a world of remote management, getting a technician to every terminal at every location across an organization's network is no small task and takes time to complete.

Delays and cancellations are still being reported, with Delta reporting the biggest impact. Things are getting back to normal but not before costing millions of dollars (and 10,000 SkyMiles for impacted Delta fliers).

Many Condor members work in the technology space and I know from speaking to many of them, the late nights and long days took their toll. Many were pressed into unexpected service to travel to remote sites to bring devices back online. While near the end of it now, there are a lot of lessons learned that will be applied moving forward.

In other news, Southwest's legacy systems were not affected ;)



Well, well, well.

Look who needs ol' Southwest Airlines now because all of our systems run on a single Commodore 64 in a warehouse in Arlington.

11:31 AM · Jul 19, 2024

1.2K Retweets 440 Quote Tweets 7.2K Likes



Leadership Corner

by Keith McPherson

Hope everyone has been enjoying the summer weather!

We realize that the Fleet is down by several aircraft – specifically 104, 4SP and 35M. On a very positive note, the repair estimates and insurance company approval for 4SP are nearing final approval. We expect the work to commence on both the airframe and engine, and are looking at the end of 2024 to have 4SP back flying. The process thus far, with all parties involved - Condor, FAA, NTSB, Insurance, Penn Yan Aero (Engine) and Plane Care (Repair Station), has been long and very detailed. I'd like to thank Bob Miladinovich for his countless hours on this effort.

We also expect to be Flight Testing 104 in the next couple of weeks. Please look for additional details in Chip's Maintenance Corner.

Thank you for bearing with us thru these challenges! We look forward to getting back to 100% Fleet availability.

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!!!

- Roberto Redondo – Instrument Rating – June 19th, 2024

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 3rd at 4pm!**

We will again meet at the Zelenople Community Park. All the details are in the link below, we hope you can join us and bring your family! Please take a moment and RSVP so we make sure we have enough food for everyone. Bring your favorite appetizer, side dish or dessert to complement the meal.

<https://www.punchbowl.com/parties/12b7fd622b4ed6d7fa41>

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 – 2024 dues and insurance are due by 12/31! 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.

REMINDER!!!! We have new fuel cards and we are seeing a growing number of members having problems using the new cards. Please review the process below and be ready for the new prompts when fueling aircraft. Not knowing how to refuel is not an excuse to leave the next member to fuel for the both of you. If you have any questions, please reach out to any instructor.

- When swiping the card, it will ask for an ID. All cards are set to the same ID, pilot lounge/CTAF: 1229
- Next it will ask for the ODOMETER: just select next (leave the field blank)
- Next it will ask for the TAIL NUMBER
- Next it will ask for fuel type: 100LL
- Last it ask for the amount in gallons: enter amount

Remember these fuel cards will only work at PJC; any other points of sale will be denied. For other airports please continue to use your personal credit card and turn in the receipt by placing in the cash box in the pilot lounge. Please include your name on the receipt. Reimbursements are at current PJC fuel rates.



N684SP Update by Bob Miladinovich

Since the accident 4-20-2024, N684SP has been under isolation due to the on-going investigation by the FAA and NTSB. This investigation has been completed, the aircraft has been released, and we are able to move forward with pursuing its return to flight! Keep in mind that the insurance company dictates the repairs or total loss of the aircraft. An estimate was obtained from Plane Care and was found that the repair would be well below the threshold of a total loss, therefore we will be getting N684SP repaired. There are many moving parts in this repair and below is a summary of what is being addressed. This repair is estimated to take 4 months in duration depending upon parts availability.

A few highlights: we will be getting an engine overhaul from Penn Yan, the right wing will be replaced by Airframe Components (same vendor that repaired N62104 wings), and the rest is being completed by Plane Care. The next step is to get N684SP to Plane Care and that should take place sometime in the week of 8-5-2024. You can start your 4-month clock at that time. An estimated return would be in December of 2024.

Repairs are as follows and not limited to:

- Replace Firewall
- Replace Rt Wing (Airframe Components)
- Overhaul Engine (Penn Yan)
- Rebuild Nose Wheel Strut as required
- Install New Prop
- Replace Copilot Upper Door Frame
- Replace Rear Window
- Replace Numerous Areas Of Skin

We will try to provide updates as information becomes available.

Member Spotlight – Meet YOU!

Looking for volunteers... who wants to share their story with us? Please let Chris Vermilya know if you'd like to be featured in this space!



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!

- Benjamin Sobel
- Terry Taylor

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

Mark your calendars for these upcoming aviation events!

- Zelenople Park – Condor Summer Picnic – August 3rd, 2024
- 1 mi West of 3B1 – 50th International Seaplane Fly-In – September 5th-8th, 2024
- KRVL – Fly-In Breakfast – every second Saturday of the month
- N56 – Fly-In Breakfast

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Pay special attention to the recently added slide deck containing many options. Please share your pictures as well!

[Condor Google Drive](#)

[General Aviation Accessible Aviation Museums](#)

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) - \$98
N98887 (C172) - \$133
N96573 (C172) - \$133
N62104 (C172) - \$133
N684SP (C172SP) - \$138
N2806M (P28A) - \$138
N1963T (P28R) - \$145
N4335M (P28B) - \$168

Off field fuel reimbursement:
\$6.60/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 fuel 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 2024

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

Maintenance Corner

Reminders!

DO NOT take the aircraft checklists or fuel credit cards with you

TURN-OFF Hangar lights and lock the door when you leave.

DO NOT start the engine above 1000 RPM, and ALWAYS reduce to 700-800 RPM and Lean the mixture immediately after engine start and before taxiing.

You should be able to release the toe brakes without the aircraft moving!

ALWAYS Taxi with proper elevator and aileron deflection. I observe so many people taxiing and the elevator is in the nose down position. This creates stress on the nose gear and shimmy damper.

NEVER push any aircraft from the Nose Cone/Spinner

DO NOT Move the nose wheel curb, and ensure the aircraft is between the lines/marks.



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



Jun Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:

N96573:
100hr/Annual completed, and 50hr oil change/inspection completed; co-pilot door stop, fuel selector post lamps

N98887:
replaced both left and right mags

N62104:
engine hung, wings hung

N684SP:

N2806M:
50hr oil change/inspection completed, right main tire tube replaced, co-pilot jacks fixed.

N4335M:
continued work on instrument panel

N1963T:
100hr/Annual completed, had to repair belly skin below luggage floor, replaced fuel lines, replaced Left and Nose wheel tire and tube, replaced LH fuel sump drain



This issue

Maintenance Update **P.1**

Flight Times and Oil Usage **P.2**

Maintenance Summary **P.3**

Jul Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:
100hr/Annual

N98887:

N62104:
finish up wing control surfaces, ground run, and test flights

N684SP:

N2806M:
50hr oil change/inspection, right main tire tube replaced

N4335M:
hang the engine, continued work on Avionics.

N1963T:
50hr oil change/inspection

Time Remaining on 100hr/Annual: (As of 7/1)

N96573 = 31.4

N2806M = 0.0

N1963T = 99.0

N89549 = 64.4

N98887 = 25.8

EYE ON IT

Reminders:

Keep the 'chute' clear for returning aircraft.

Continue Using:

Cowl plugs! We have several birds and insects in the hangars, and it's good practice especially when you're off-field.

Maintenance Updates in Skymanager:

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-fighting' the aircraft. If the problem is already reported there is 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 is required prior to Preflight and Departure?

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



Flight Time:

2023 Flight Hours										
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL	
JUN	20.2	49.0	0.0	85.9	39.0	39.0	41.8	27.9	302.8	
JUL	32.1	59.5	0.0	36.8	55.9	10.7	34.8	37.7	267.5	
AUG	32.6	72.2	0.0	4.8	89.7	14.4	24.7	36.7	275.1	
SEP	33.9	13.4	0.0	98.6	27.1	39.2	0.0	0.0	212.2	
OCT	31.9	60.1	0.0	34.5	35.5	0.0	0.0	55.4	217.4	
NOV	23.3	62.9	0.0	45.6	65.7	0.0	0.0	51.6	249.1	
DEC	13.6	10.8	0.0	46.5	38.5	13.1	0.0	34.0	156.5	
TOTAL	297.5	584.0	3.9	739.2	541.4	206.4	202.7	427.6	3002.7	

2024 Flight Hours																		
MONTH	89549		684SP		62104		96573		98887		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JAN	8.0	2.0	21.9	11.6	0.0	0.0	36.3	24.0	0.0	0.0	6.7	2.2	0.0	0.0	9.0	1.6	81.9	48.8
FEB	42.5	6.6	67.7	17.0	0.0	0.0	44.8	21.5	37.7	14.0	50.6	3.9	0.0	0.0	57.7	22.4	301.0	120.7
MAR	16.5	0.0	46.0	5.7	0.0	0.0	84.8	45.0	37.6	22.9	12.2	2.4	0.0	0.0	35.4	14.5	232.5	111.4
APR	23.5	1.9	23.1	4.4	0.0	0.0	53.2	32.0	50.7	26.1	22.6	7.7	0.0	0.0	38.1	10.6	211.2	110.2
MAY	29.2	0.0	0.0	0.0	0.0	0.0	113.6	80.5	35.3	11.1	43.7	0.0	0.0	0.0	53.0	25.6	274.8	144.6
JUN	47.0	4.5	0.0	0.0	0.0	0.0	99.1	44.2	64.3	29.8	17.0	0.0	0.0	0.0	80.9	40.8	308.3	159.4
TOTAL	166.7	15.0	158.7	38.7	0.0	0.0	431.8	247.2	225.6	103.9	152.8	16.2	0.0	0.0	274.1	115.5	1409.7	695.1

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

Oil Usage:

2023 Oil Used										
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL	
JUN	1.5	3.5	0.0	5.5	4.1	4.0	5.0	2.0	25.6	
JUL	1.0	3.5	0.0	3.0	5.5	1.0	4.0	3.8	21.8	
AUG	2.0	4.0	0.0	0.0	11.0	1.0	5.0	2.5	25.5	
SEP	2.0	1.0	0.0	7.5	4.0	3.0	0.0	0.0	17.5	
OCT	1.0	5.0	0.0	3.0	4.0	0.0	0.0	5.8	18.8	
NOV	2.0	4.0	0.0	1.5	8.3	0.0	0.0	5.0	20.8	
DEC	1.0	1.0	0.0	1.0	4.0	0.0	0.0	4.0	11.0	
TOTAL	15.0	33.0	0.0	46.0	57.4	17.0	32.0	37.1	237.5	

2024 Oil Used									
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	0.0	1.0	0.0	2.0	0.0	1.0	0.0	0.0	4.0
FEB	4.0	2.0	0.0	0.0	3.0	5.0	0.0	6.0	20.0
MAR	1.0	3.8	0.0	4.0	4.0	1.0	0.0	3.0	16.8
APR	2.0	0.0	0.0	2.0	5.0	3.0	0.0	4.0	16.0
MAY	1.0	0.0	0.0	4.0	3.0	2.0	0.0	5.5	15.5
JUN	5.0	0.0	0.0	2.0	5.0	3.0	0.0	7.0	22.0
TOTAL	13.0	6.8	0.0	14.0	20.0	15.0	0.0	25.5	94.3

Please update Skymanager when adding oil to any aircraft, this data is critical in determining engine performance.
Only add in FULL QUARTS!

Maintenance Summary:

Summary:

Unfortunately, we ran into some issues with 63T, which delayed work on 104. I feel we're back on track, but approximately 2-3 weeks out.

We also plan to pull 06M in and complete the 100hr/annual.

I'm still receiving several complaints of aircraft being dirty upon arrival.

PLEASE leave yourself sufficient time to clean the aircraft when you return. All leading edges (cowling, wing, struts, and elevator) will need cleaned along with the windshield!

Please always remember to lean the mixture. This includes immediately after startup. The idle should be reduced to 800rpm, and lean the mixture. This helps minimize plug fouling.

All runups, and mag checks should be done as close to the departure end of the runway as possible to reduce the chances of a plug fouling prior to departure.

Winds, please know your personal limitations and don't push it. If you feel uncomfortable on approach you can always go-around and try it again. And if the next one isn't any better, please divert to another airport and call any board member. We would be happy to help arrange getting the aircraft back to KPJC safely.

Keep in mind, strong crosswinds at KPJC is usually straight down the runway at KBTP.

And keys! Please don't forget to return the keys. We have had several recent instances of single sets of keys in the lockbox.

Time Remaining on 100hr/Annual: (as of 7/30)

N96573 = 58.5
N2806M = 0.0
N1963T = 81.7
N89549 = 48.0
N98887 = 94.5

Just a reminder, any aircraft that exceeds the 100hr inspection is still airworthy and can be flown, however no training is permitted.

N62104: (Offline)

Ran into delays due to other aircraft issues, but we're back on track and expecting to ground run perform flight tests in the next few weeks.

N2806M:

We will be pulling 06M offline to complete the 100hr/annual. I'll reach out to all impacted members when we have a start date.

N4335M: (Offline)

Engine mount installed and plan to hang the engine this month. But we still have a long way to go.

Targeting Sep/Oct return to service.

Top and bottom cowling completed.



N684SP: (Offline)

Keith and George provided an update in another column.

N96573:

Made it through the 100hr/annual with flying colors (only took 4 days!). In that time we were also able to upgrade the clock (left side of panel) with USB-C chargers and added a USB-C charger on the (right side of the panel).

N1963T:

Completed the 100hr/annual without any significant issues, however we had some retract gremlins. Initially we had a left main gear up limit switch that needed adjusted.

Several flights later we had a hydraulic pump failure and had to replace it. The initial pump sent had one of the threads stripped out and we had to source a second pump.

Then most recently we had to adjust the down limit switch on the nose gear.

I'm hopeful this will stabilize (old saying, 'everything comes in 3's').

Leasebacks:

N98887:

100/Annual completed

N89549:

Oil Reminder:

Please be very careful when adding oil, USE THE FUNNELS!

Anytime there is excessive oil, we **CANNOT** assume someone missed the fill tube. So, we need to pull the cowling, clean the engine, floor, and perform a run-up, and ensure there isn't an engine leak.

This obviously comes with a cost (typically \$300-\$500.00). And in the majority of cases, the root cause was missing the oil fill tube.

REMINDERS:

OIL:

N89549 & N98887:

Use **Aeroshell 100**, only add when below 5qts, and add only full quarts.

N684SP, N62104, N96573, N2806M, and N1963T:

Use **Aeroshell 15w-50**, only add when below 5qts, and only add full quarts.

N4335M:

Use **Aeroshell 15w-50**, only add when below **9qts**, and only add full quarts.

Report all Oil Consumption in SkyManager

Oil Heaters:

Starting 4/1, please do not plug in the engine block heaters. Temps should be warm enough going forward that they're no longer needed

Please report all concerns, questions, or problems to Chip Vignolini.

Call, Text, or Email

(412)215-1225

chipvig@gmail.com

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

May 7th, 2024

Look for July meeting minutes in September's newsletter

Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., July meeting minutes are approved at the September meeting as we do not meet in August)

CALL TO ORDER

Vice President Chris Miladinovich called the Condor Aero Club May 2024 Meeting to order at 8:00 p.m.

The VP requested the guests and visitors to stand and introduce themselves.

Chris Miladinovich congratulated Bob (George) Miladinovich on his birthday. Everyone applauded and wished him well!

MINUTES

Jason Jodkin moved and Kip Sobel seconded, "The 2024 April Minutes of the Condor Aero Club are approved. Motion carried. —

READINGS:	1 ST Reading	-	Dalton McElhaney
			Roberto G, Rodondo
	2 nd Reading	-	Benjamin Sobel
			Terry Taylor

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of 5/1/2024;

Accounts Receivable	-	-\$105,338.29
Total cash checking accounts ;		
Beginning balance	-	61,142.15
Inflows	-	45,700.32
Outflows	-	26,051.05
Net	-	19,649.27
Balance as of 5/1/2024	-	80,939.05
First Commonwealth Line of Credit		
Rate	-	9.5%
Line of Credit	-	Line: \$25,000.00 Balance \$0.00

Off Field fuel reimbursement as of February 13, 2024: \$6.60

March Outflow Highlights:

Fombell Aviation	-	\$21,441.41	
N62104 engine balance	-	\$10,151.00	
PHILLIPS 66 Fuel	-	\$ 5,784.66	
FCB Sweep Account interest	-	\$ 201.63	YTD: \$906.61
Offset Deductible Fund	-	\$10.00	assessed all flying pilots

MAINTENANCE

Director of maintenance Chip Vignolini reported maintenance done in April. Please see the full maintenance report in the Condor newsletter. The report is attached also. The FAA and NTSB have not finalized their report for N864SP. The internal investigation will be done once the FAA/NTSB report releases the airplane.

PROGRAM

Josh Slagle of the FAA discussed at length “The Human Factors” relating to pilots and flying and aviation.

Steve Steele then gave a presentation of proper pattern procedures. Their Safety Program was very informative and helpful for pilots.

Steve and Josh then answered questions about the FAA subjects.

VP Chris Miladinovich then thanked Steve and Josh for their excellent presentation.

Chris also thanked Cindy and JP for providing the good food for the Social Hour!

ADJOURNMENT

The May 2024 Condor Aero Club Meeting was adjourned at 9:30 p.m. by common consent.

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

June 4th, 2024

Look for July meeting minutes in September's newsletter

Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., July meeting minutes are approved at the September meeting as we do not meet in August)

Call To Order

The Condor Aero Club Meeting was called to order by President Keith McPherson.

Keith asked the club to stand and say the Pledge of Allegiance.

Keith asked the visitors and guests to introduce themselves. He thanked JP and Cindy for hosting the social hour and Debbie for taking care of the 50/50 Raffle for the Lewis Flight Gift Award.

Announcements: Jan Lewis awarded the PPL and IFR Lewis Flight Gift award to:

PPL: Benjamin Sobel

IFR: Sarah Sauders

Minutes

Carrie Matvey announced the readings in the absence of Dorothy Meeder.

Dalton McElhaney

Christopher Conrad

Roberto Rodondo

Carrie announced the Summer Picnic for August 3rd, 2024. She needs 2-3 people to organize a kickball/softball game.

It was also asked that water was not put into the soap dispensers in the lounge. There is a soap refill on the bench in the bathroom.

Treasurer's Report

Treasurer Bob Miladinovich reported the account balances. There were no questions. Jason Jodkin moved and Kip Sobel seconded.

Maintenance Report

Director of Maintenance Chip Vignolini reported the maintenance updates for the aircraft fleet. One question was asked by member Dan Cox regarding the 100-hour maintenance information. Chip answered that you can hover/click over the aircraft in question and the "100-hour information" will be there.

4SP is still waiting for NTSB and FAA ruling. Insurance will then make a determination. Bob has met with adjusters. Landing incident is confidential.

104 is targeted for July completion

887 radio issues are still be troubleshot by Jason Jodkin

Program

Maureena Killion, a fellow club member, presented a program of information about BVI Control Tower. She highly recommends that we come and view the control tower to observe another part of aviation. The program was beneficial due to a lot of traffic in the “bee hive” area and utilizing BVI to its full potential. Questions were taken and answered.

Keith thanked Maureena for the presentation.

The 50/50 raffle ticket was drawn and Kip Sobel won.

Adjournment

Jason Jodkin moved and Mike Woods seconded, “The June 2024 Condor Aero Club Meeting is adjourned.”

Motion carried.