

Condor AEROGRAM

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 | 7
- Meeting Minutes | 8



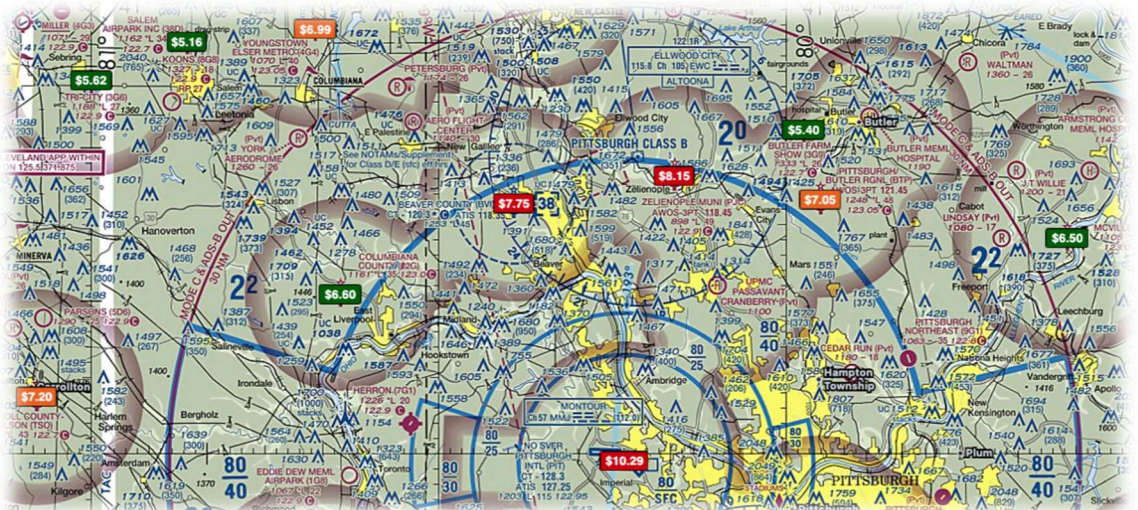
Photo Credit: Hyrum Wright

Fuel Shortages Across the US

The price hikes in gasoline are certainly the topic of many conversations beyond aviation circles but the impact is felt within the flying community as well. And unlike consumer behavior changes that may change quickly as prices skyrocket, the aviation world (specifically airline travel) does not react as quickly. Jet-A fuel has become a hot commodity for many of our nation's largest airports and there have been impacts on flights, specifically in and out of airports on the eastern seaboard. According to [an article in Flying Magazine](#), "...jet-A inventories in the U.S. are at one of the lowest levels since 2000."

What about our 100LL aircraft? Look no further than our own local airports to see the impact of the fuel supply and its impact on prices at the pump. PJC is currently a bit higher than our neighbors at \$8.15/gal but even TSO is reporting \$7.20 (may not want to get fuel with your pie). As you plan your next trip, it's worth checking fuel prices and plan your stops accordingly.

As a direct result of the high fuel prices, the Condor Aero Club board has approved an increase in both off-field reimbursement and our hourly aircraft rental rates (see page 4 of this newsletter). Remember, our hourly rates include fuel, so it is not surprising that we are seeing an impact. Do the rising costs defer any of your flight plans? Bring your comments to the meeting on July 12th!



President's Corner

by Keith McPherson

Hi everyone!

Summer is here and we're back home at KPJC! Thanks to all for your patience during our stay at Butler County, and an extra special call-out to Chip for doing an outstanding job managing our fleet at KBTP! Once the runway lighting is operational - hopefully in the next week or so - we'll be back to normal.

Hopefully, your summer will be filled with good times, picnics, family, and of course flying! Summer is a great time to fly. We have a great fleet of aircraft, a new runway, and fantastic members, so please take advantage of the weather and enjoy!

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!!!

- Dennis Costa – Instrument Airplane
- Omkar Kulkarni – First Solo – May 11th, 2022
- Michael Stand – First Solo – May 23rd, 2022

General Club Meeting

The Condor Aero Club will meet on **Tuesday July 12th 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 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.

After working on maneuvers, procedures, POH knowledge, airspace, weather, and everything else needed to be full prepared for a checkride, how frustrating is it to be stuck waiting for the DPE!? Western Pennsylvania has unfortunately seen a bit of a backlog when it comes time for DPE scheduling. To help ease the lineup, the instructors would like to introduce a new DPE that students should consider when preparing for their next checkride.

Lester Zook has recently been appointed as a DPE and is based out of the Corry Airport (8G2). His current schedule is fairly open but if there is a desire for him to travel to PJC, please coordinate with



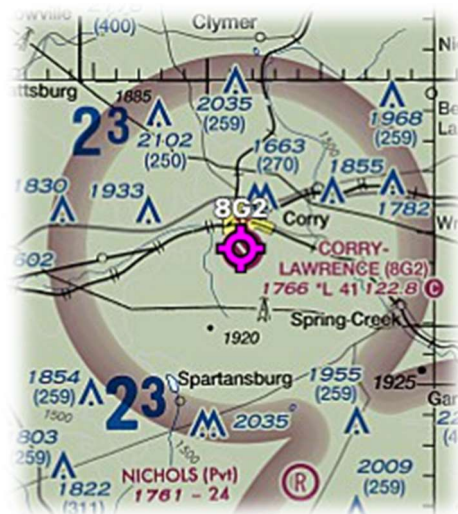
other students to try and plan checkrides on the same day. We have a few students preparing for checkrides with Lester and will soon have some good information to share!

Lester Zook
Designated Pilot Examiner

Serving NW PA
and surrounding areas

814.460.3408
lester.zook@gmail.com <http://lesterzookdpe.com>

Please work with your instructor and visit [Lester's website](http://lesterzookdpe.com) to get more information on planning to take your checkride.



Plane Talk from our Chief Flight Instructor

by Greg Jarosz

Hello Condor Members- Want to do some flying in a Technically Advanced Aircraft (TAA)? Well, "Say hello to my little friend!" N4335M our Piper Dakota. 100 PIC hours and a checkout by one of our Condor Approved Flight Instructors puts you in the seat of a TAA. Not only is the Dakota a TAA, but it is also a great cross-country airplane. It seats 4 adults comfortably and quickly gets you to where you want to go (135 TAS). Get out and take her for a spin!

Member Spotlight – Meet Fred Gropp!

What certificates/ratings do you hold?

Private Pilot SEL

How many hours do you have?

250 hrs

How long have you been flying?

First lesson was in July of 1970

When did you join Condor?

July of 1970!

What prompted you to look skyward?

I have always loved airplanes. My sister (6 years my senior) was a flight attendant for United Airlines and a friend of hers took me up in a Piper Tri-Pacer the summer I turned 16. I was HOOKED! I started lessons after that flight. I flew through high school and just barely kept current through college and grad school. I enjoyed flying while my kids were growing up but stopped when college came. I just recently started up again and now have almost 80 hours since COVID hit. I had my first outing as a safety pilot last week – it's great to see the world from the right seat!

What is your favorite part of flying?

Being able to share the experience with others, family, friends

What is your next aviation goal?

Perhaps an overnight trip, suggestions anyone??

What is your favorite aircraft?

That's easy, the one I'm in!

Any words of wisdom to share?

Just like the scouts:

"Be Prepared"



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!

- Caleb Chiappetta
- Cameron Painter
- John Williams
- Jack Wang
- John Felice
- Ahmed Reza
- Damien Wissolik
- Benjamin Ringelholz
- Leah Anthony

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:
\$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

Maintenance Corner

Jun 2022

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

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.



May. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N96573:

Tach replaced, missing checklist was replaced, right main tube replaced, oil change @btp, new LORD shimmy damper installed

N98887:

50hr completed and replaced left mag and starter replaced

N62104:

Missing checklist was replaced, right NAV light replaced twice, belly sump drain replaced

N684SP:

Replaced vacuum pump, right main tube replaced, muffler replaced, 50hr completed, repaired brake linkage

N2806M:

Missing checklist replaced, oil change @btp

N4335M:

Annual and A/P work completed.

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, Spring

Operations **P.2**

Maintenance Summary **P.3**

Jun. Planned Maintenance:

N89549:

N96573:

50hr inspection, GPS switch bulbs, right NAV light

N98887:

50hr inspection

N62104:

Oil pressure gauge, fuel tank leak repairs, annual

N684SP:

N2806M:

50hr inspection, oil door, left wheel pant repairs

N4335M:

Auto-pilot and avionics troubleshooting.

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

EYE ON IT

Taxiways:

Please **DO NOT** taxi around the end of the hangar rows to the west nearest the road. This area is not marked, nor wide enough, and was never intended to be a taxiway.

Also, please remember to do all pre-flight & briefing activities in the hangar, so when you pull the plane out you can close the hangar door and expedite engine start and taxi clear of the chute for other planes.

Spring Flying Tips:

Keep an eye on the crosswinds. If they exceed your personal limitation, please divert to another airport. KBTP is an excellent option; usually crosswinds in KPJC are headwinds at KBTP.

Once there call myself or another Board Member and we'll make arrangements to get the aircraft back to KPJC

Considerate to other Members:

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:

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	0.0	4.1	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									0.0
JUL									0.0
AUG									0.0
SEP									0.0
OCT									0.0
NOV									0.0
DEC									0.0
TOTAL	1.7	254.6	245.7	373.8	278.3	38.5	56.8	329.1	1578.5

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



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>



TFC

The Flying Club

A Carnegie Mellon University Student Organization

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

May 3rd, 2022

Look for June 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., June meeting minutes are approved at the July meeting)

CALL TO ORDER

President Keith McPherson called the May 2022 Condor Aero Club Meeting to order at 8:05 p.m.

President Keith requested those visiting to stand and introduce themselves.

The Zelenople Airport runway is still closed. NOTAMS will be removed when the airport is open.

MINUTES

Bob Belsterling moved and Phil Kriley seconded, "The Minutes of the April 5, 2022 Meeting are approved." -
Motion carried.

READINGS: 1ST Reading - Michael Gaither
Jason Mittenzwey
Sarah Souders
Chris Wohlgemuth
2nd Readings - Steve Eckerson
Brad Herbert
Brecklin Joy Himmler
Dean Roberts
Michael Stand
James Winnier, Jr

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account Balances as of 5/2/2022:

Accounts receivable:		-\$61,753.42)
Total Cash Checking Accounts:		
Beginning Balance	-	\$67,573.76
Inflows	-	\$41,441.76
Outflows	-	\$42,815.81
Net	-	\$ -1,374.05

Balance as of 5/1/2022 - \$66,199.71

First Commonwealth Bank Loans:

Balance - \$7,125.89

Rate - 4.93%

Line of Credit - Line: \$25.000 Balance \$0.00

Off field reimbursement as of April 2, 2022: 6.65

RENTAL RATE CHANGES;	Aircraft Number	Old Rate	New Rate
	N89549	\$80.00	\$84.00
	N62104	\$105.00	\$110.00
	N96573	\$105.00	\$110.00
	N98887	\$105.00	\$110.00
	N684SP	\$110.00	\$115.00
	N2806M	\$110.00	\$115.00
	N1963T	\$120.00	\$125.00
	N4335M	\$140.00	\$150.00

Dan Cox moved and Ed Sattely seconded, "The April 2022 Treasurer's Report is accepted as read.

AIRCRAFT TUG – The new Tug has been purchased and is available for all aircraft.

MAINTENANCE

N89549 - Maintenance completed. Will be on line when the airport opens.

N6573 - Replaced tach and installed new LORD shimmy damper.

May maintenance - 50-hr inspection, muffler replacement.

N98887 - 50-hr inspection completed. Replaced left mag.

May maintenance - 50-hr inspection. Window latch repair.

N62104 - 50-hr inspection. Window spring replacement

N2806M - 50-hr inspection in May.

N4335M - In the Avionics shop for troubleshooting autopilot. Completing annual inspection.

Chip Vignolini was thanked for his continued help with the aircraft at Butler Airport.

EAA CHAPTER 857 – Phil Kriley announced the Butler EAA Chapter has a \$10,000.00 scholarship to be awarded an applicant(s). The applicant must be 16 years of age to 19 years. Phil or the EAA Chapter will answer any questions if the applicant contacts them EAA Chapter #857 is listed on the internet.

PROGRAM

Chris Vermilya talked about flying to Toronto Canada. A list of everything needed in the aircraft to make the trip. A detail list of all border crossings is a must.

President Keith thanked Chris Vermilya for his excellent presentation. He also thanked Cindy and PJ Smith for their most delicious social time refreshments.

ADJOURNMENT

Bob Belsterling moved and Carrie Matvey seconded, "The April 2022 Regular Meeting of the Condor Aero Club is adjourned." - Motion carried.