



CONDOR AERO CLUB

MARCH 19, 1957 – MARCH 7, 2017

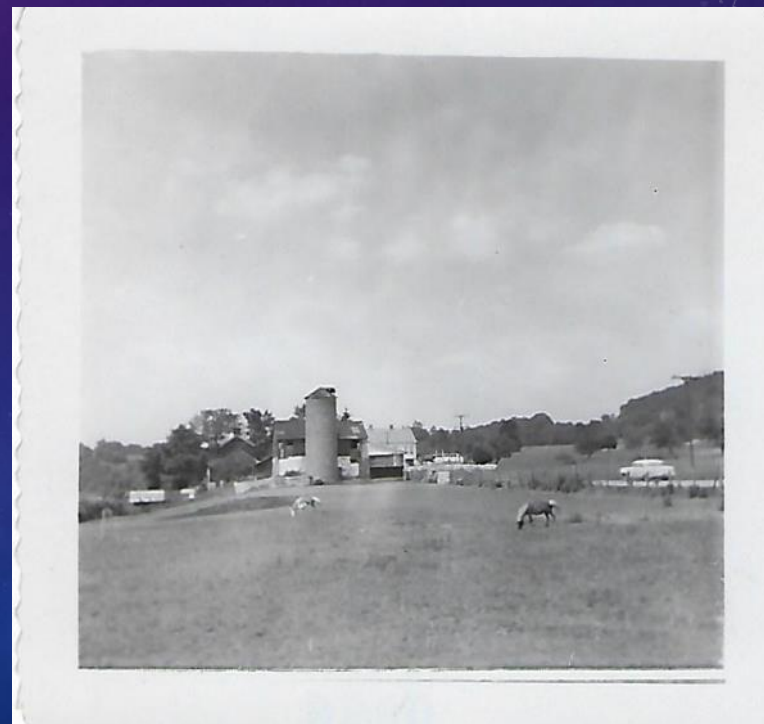
ZELIENOPLE AIRPORT – 1950-1955 (APPROXIMATE)

ZELIENOPLE AIRPORT IS ON LAND THAT WAS KNOWN AS THE WILSON FARM. BACK IN THE 1930'S, IT WAS FREQUENTLY USED FOR POLO GAMES, AND WHEN THE WEATHER PERMITTED, BARNSTORMERS WOULD COME IN AND TAKE PEOPLE FOR PLANE RIDES. IN 1938, A SYMBOLIC AIRMAIL PICKUP WAS MADE FROM THE FARM.

THE AREA OF THE FARM WEST OF THE CREEK WAS BOUGHT BY THE SHIRLEY COAL CO. FOR STRIPPING. SHIRLEY ENDED UP SELLING THE MINE OPERATION TO TASA COAL CO. AFTER TASA COAL CO. TOOK OVER THE PROPERTY, THEY LAID OUT TWO RUNWAYS ON THE SHALE AND USED IT FOR GETTING TO THEIR VARIOUS MINES IN WEST VIRGINIA AND OHIO, THUS THE NAME OF THE AIRPORT BECAME TASA FIELD.



At the Southwest side of the Airport
(Looking Northeast)



At the Mexican Restaurant Location
(Looking North)

ZELIENOPLE AIRPORT – 1950-1955 (APPROXIMATE)

SINCE BYRON HALSTEAD OWNED SEVERAL PLANES WHICH HE HANGARED AT BUTLER COUNTY AIRPORT, HE MADE A DEAL WITH TASA COAL COMPANY TO PAY THE TAXES ON THE PROPERTY IF HE COULD MANAGE THE FIELD AND USE IT FOR HIS AIRCRAFT. THE OUTCOME WAS THAT TASA COAL OWNED THE FIELD BUT HALSTEAD MANAGED THE FIELD AND PAID THE TAXES.



Taken from the site of the
Mexican Restaurant Looking
West across RWY 35

1957 – FORMATION OF CONDOR AERO CLUB

IN EARLY MARCH OF 1957, THERE WERE A FEW EMPLOYEES OF HALSTEAD INDUSTRIES AND SOME LOCAL RESIDENTS THAT SHOWED AN INTEREST IN LEARNING TO FLY. BYRON HALSTEAD HAD AN EMPLOYEE WHO WAS A FLIGHT INSTRUCTOR, SO HE DECIDED HE WOULD LOOK INTO POSSIBLY ESTABLISHING A FLYING CLUB. ON MARCH 19, 1957, THERE WAS AN OFFICIAL MEETING TO ESTABLISH CONDOR AERO CLUB. THERE WERE 10 MEMBERS THAT PLEDGED \$100 EACH TO BUY THEIR FIRST AIRCRAFT, WHICH WAS A 1941 J3 CUB. AFTER THIS INITIAL MEETING, HALSTEAD INDUSTRIES' ATTORNEY DREW UP A CHARTER FOR CONDOR AERO CLUB. THE BOOKKEEPING AND THE BILLING WAS DONE BY HALSTEAD INDUSTRIES FOR THE CLUB.

Joe Rawlins

You are invited to attend an organizational meeting of the Condor Aero Club on Tuesday March 19, 1957. The purpose of this meeting is to organize the club, collect memberships and pledges, and to hold a general election of the officers of the club. During this meeting there will be a complete explanation of the purpose and scope of the club. There will be several forms of entertainment and interesting information, plus movies.

If you are interested in flying at a very reasonable cost, or in learning to fly, you will find this organization an excellent opportunity.

The meeting will be held at the Zelienople Boro Hall at 7:30 P.M.

Condor Aero Club
James Coffroth, Acting Secy.

J. M. Coffroth

ZELIENOPLE AIRPORT 1950-1955 (APPROXIMATE)

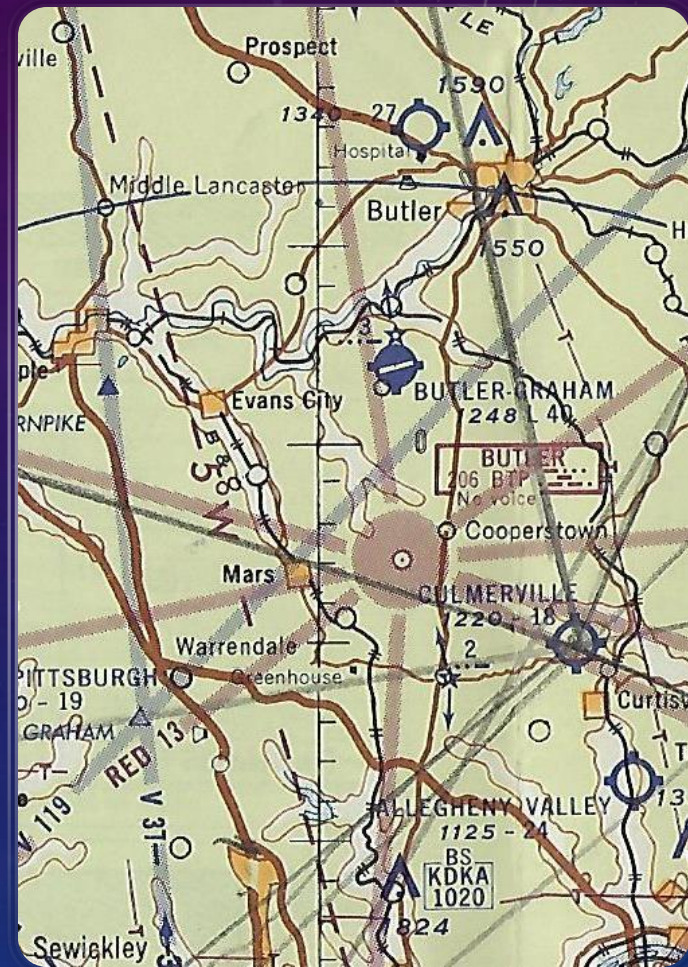


AIRCRAFT WATER SKIING



AIRCRAFT SNOW SKIING

1957 - CLEVELAND SECTIONAL AERONAUTICAL CHART



THE 1960'S WAS A DECADE OF RAPID EXPANSION AND PROBLEMS FOR THE CLUB. WE BOUGHT SEVERAL PLANES, SOMETIMES TWO AT A TIME.

IN 1968, BYRON HALSTEAD THOUGHT THE FLEET WAS GETTING SHABBY AND ARRANGED FOR THE CLUB TO BUY 5 NEW 150'S. ONE OF THESE PLANES WAS DAMAGED AS THE PLANES WERE BEING FERRIED TO ZELIENOPLE BY CLUB MEMBERS.

MEMBERSHIP GREW TO OVER 300 MEMBERS IN THE MID 60'S AND INSURANCE COSTS STARTED TO RISE. THAT WAS THE POINT IN TIME WHEN INSURANCE BECAME A SEPARATE ISSUE. UP UNTIL THAT TIME, THE INSURANCE WAS INCLUDED IN THE HOURLY RATE FOR THE AIRCRAFT.

DUE TO RISING INSURANCE RATES IT WAS DECIDED THAT INSURANCE WOULD BE BILLED SEPARATELY. THIS WAS WHEN WE ESTABLISHED FLYING AND NON- FLYING MEMBERS. NON-FLYING MEMBERS JUST PAID THE YEARLY DUES. THIS MEMBERSHIP STRUCTURE CONTINUES TODAY.



ZELIENOPLE AIRPORT – 1957 TO 1962



ZELIENOPLE AIRPORT 1967 TO 1972

Tasa Field - 1967



IN 1965, TASA COAL COMPANY DECIDED THEY WERE GOING TO SELL THE AIRPORT PROPERTY FOR AN INDUSTRIAL DEVELOPMENT. HALSTEAD INDUSTRIES WAS MANAGING THE AIRPORT AND PAYING THE TAXES.

THE MUNICIPAL AUTHORITY OF THE BOROUGH OF ZELIENOPLE OFFERED TASA COAL COMPANY \$60,000 FOR THE AIRPORT. TASA COAL COMPANY REFUSED THE OFFER, SO THE MUNICIPAL AUTHORITY HAD THE PROPERTY CONDEMNED. THE MUNICIPAL AUTHORITY HAD BONDS ISSUED, BACKED BY HALSTEAD INDUSTRIES, TO PAY FOR THE PROPERTY.

IN 1969, ONE OF OUR FLIGHT INSTRUCTORS WAS DESIGNATED AS AN FAA DESIGNATED FLIGHT EXAMINER.

CONDOR MEMBER JIM CARNEY – 1ST SOLO AT 16



CONDOR STUDENT JIM CARNEY SOLOED ON HIS 16TH BIRTHDAY, SEPT 13, 1967. PICTURED HERE WITH HIS INSTRUCTOR HAROLD BENNETT. PHOTO COURTESY OF CONDOR MEMBER JAN LEWIS.

CONDOR AIRCRAFT 1970'S



CESSNA 172 – N4368Q

CONDOR AIRCRAFT – 1970'S



CESSNA 182 – N3393F

Condor Time Log /Billing Sheet

CONDOR AERO CLUB INC.

CESSNA 182 NO. 3393F BILLING RATE \$ 17.00 PER HR.

Each Hour and Fraction Thereof Must Be Accounted For:

* * *

See Operating Rules Covering Billing Time for Club Planes effective April 1970.

Billing Charges are based on Hobbs Hour Meter Readings. Tachometer Time is for Maintenance and Depreciation. If Hobbs Meter is inoperative use Tach Time X 1.25.

DATE	MEMBER'S NAME and Instructor	BEFORE START UP		AFTER SHUT DOWN		REMARKS
		Hobbs	Place	Hobbs	Place	
8/1/70	E. Hogg	1500.6 1500.4	Tasa			
9/5	TANSON	000.1	TASA	0001.7	CMH	
9/5	DICKINSON	0001.7	Port Columbus	0003.4	Tasa	HPF R.G.
9/6	Hogg	0003.4	Tasa	0006.8	Tasa	
9/7	Hogg	0006.7	Tasa	0007.7	Tasa	
9/7	Hogg	7.7	Tasa	9.2	Tasa	
9/8	Burnham	9.2	Tasa	11.7	TASA	2.5
9/10	Burnham	11.9	Tasa	16.8		4.9
9/11	Hogg	16.8	Tasa	27.1	Tasa	
9/13	R. B. Ward	27.1	TASA	28.0	TASA	.9
9/14	H. Beunck	28.0	Tasa			MAINT.
9/15	TODD	28.4	BTS	28.6	TASA	
9/17	W. H. Fink	28.6	LOCAL	29.6	"	
9/19	KIMBERLIN	29.6	H. DUKA	33.7	TASA	
9/25	PAIKOFF	33.8	TASA	34.8		
9/26	TODD	34.8	TASA	37.2	TASA	

NOTE: This is an important Document -- Do Not Use as scrap paper! When filled -- return to Office!!

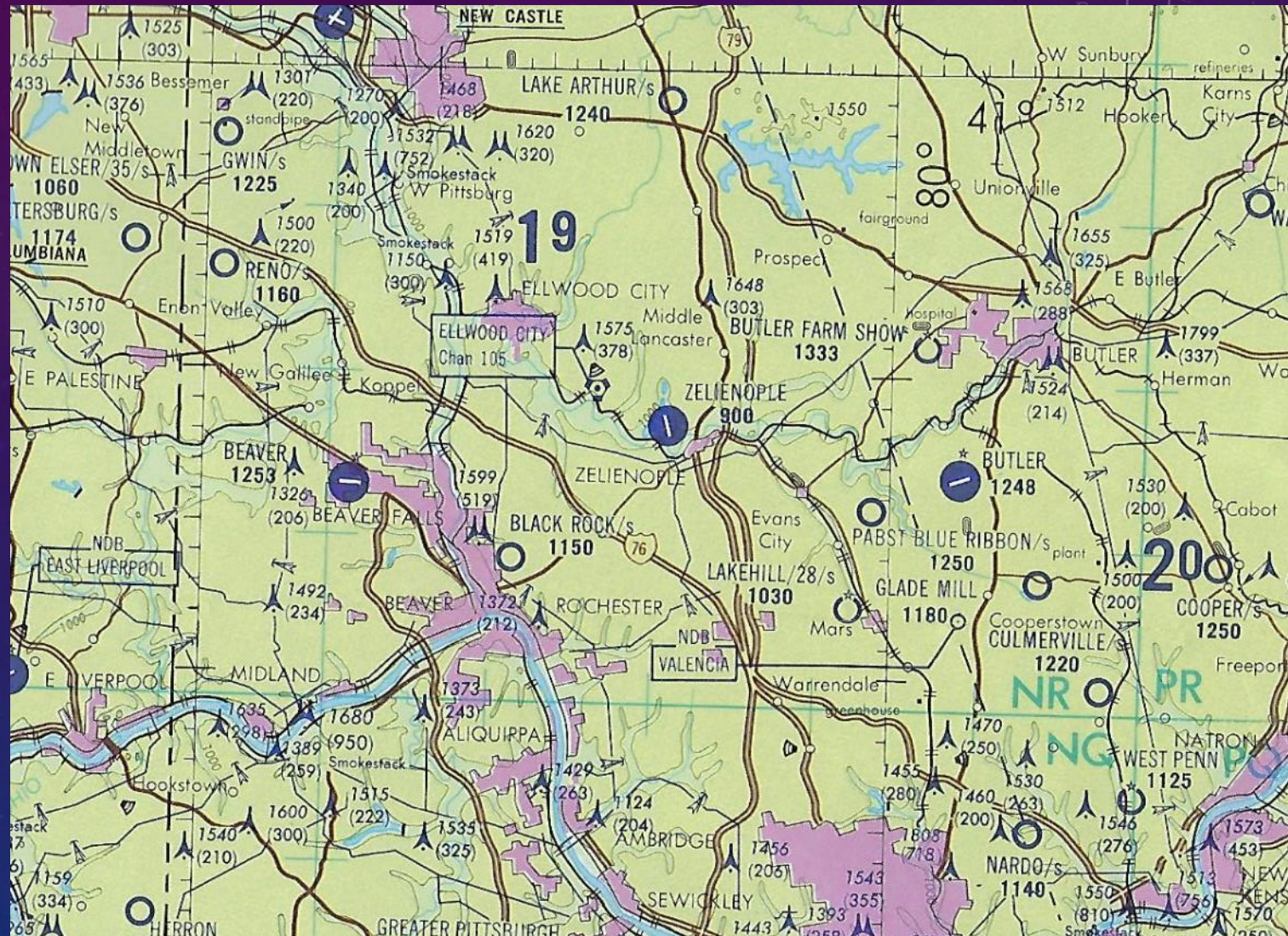
CESSNA 182 N3393F RENTED FOR \$17.00 PER HOUR IN 1970.

CONDOR AIRCRAFT – EARLY 1970'S



CESSNA 172 N1767F

1975 – SECTIONAL CHART



CONDOR AIRCRAFT REFUELING

N9688Q WAS THE LAST 172 THAT CONDOR PURCHASED NEW IN THE LATE 1970'S. IT WAS PURCHASED FROM THE CESSNA DEALERSHIP AT ZELIENOPLE AIRPORT. PICTURED HERE AT THE FORMER SITE OF THE CONDOR CLUBHOUSE WHICH HAD 2 FUEL PUMPS AND AN OLD REFRIGERATOR THAT THE OIL WAS KEPT IN.



CONDOR MEMBER CHUCK CAYE – PREFLIGHT 1980



N64932 WITH CLUBHOUSE IN BACKGROUND



1981 – N5545L WITH (GUESS WHO?)



1981 – PIPER WARRIOR 8133H



CONDOR CORN ROAST – ZELIENOPLE COMM. PARK 1982



IN 1970, THE FIRST ANNUAL CLUB PICNIC /CORN ROAST WAS HELD AND THE PRACTICE HAS CONTINUED TO THIS DAY.

CONDOR CORN ROAST AT ZELIENOPLE COMM. PARK 1982



CONDOR MEMBERS AT FORMER CLUBHOUSE (MEXICAN RESTAURANT) 1982



FLIGHT INSTRUCTOR BILL HODGSON GIVING FLIGHT INSTRUCTION TO STUDENT

CONDOR MEMBERS AT FORMER CLUBHOUSE (MEXICAN RESTAURANT)

THE AIRPORT OFFICE, WHICH WAS ALSO USED BY CONDOR AS A CLUBHOUSE, WAS LOCATED ON THE EAST SIDE OF THE FIELD WHERE THE MEXICAN RESTAURANT NOW STANDS. THERE WAS A LOG, USED AS A LONG BENCH, ON THE RUNWAY SIDE OF THE OFFICE AND ON BUSY WEEKENDS, YOU HAD TO WAIT FOR A SEAT IF YOU WANTED TO SIT AND WATCH THE AIRCRAFT LAND AND DEPART.

AUG '82



CONDOR MEMBERS AT AIRCRAFT TIE-DOWN



CONDOR PILOTS PLANNING THEIR DESTINATION

TRADITIONS OF FLYING TO BREAKFAST CONTINUE TODAY



CONDOR MEMBERS AT FORMER CLUBHOUSE (MEXICAN RESTAURANT)

LEFT TO RIGHT : BOB BROUGH, CHUCK DAVIES, BILL HODGSON AND FUTURE
AIRFRAME AND POWERPLANT MECHANIC / INSTRUCTOR (FRONT)



CONDOR AIRCRAFT – 1980'S

PRIOR TO THE CONDOR HANGAR CONSTRUCTION, AIRCRAFT WERE TIED DOWN ON THE WEST SIDE OF THE RUNWAY WHERE THE FORMER CONDOR HANGAR WOULD BE CONSTRUCTED. MEMBERS WOULD SIGN OUT THEIR AIRCRAFT AT THE CLUBHOUSE AND WALK ACROSS THE RUNWAY TO GET TO THE AIRCRAFT.



CONDOR AIRCRAFT 1980'S

CONDOR AIRCRAFT TIED DOWN AT THE SITE OF THE FUTURE CONDOR HANGAR.



CONDOR FORMER CLUBHOUSE AT MEXICAN RESTAURANT LATE 1980'S



1983 – CONDOR'S LAST NEW AIRCRAFT PURCHASED



NEW CONDOR HANGAR CONSTRUCTION - 1989

CONSTRUCTION COSTS WERE JUST UNDER \$40,000 TO COMPLETE



CONDOR HANGARS PRIOR TO ASPHALT PAVING



CONDOR HANGARS SHORTLY AFTER CONSTRUCTION



CONDOR HANGARS – LOOKING NORTH



ZELIENOPLE RUNWAY CONSTRUCTION - 1989



ZELIENOPLE RUNWAY CONSTRUCTION - 1989



TAXIWAY CONSTRUCTION WEST OF CONDOR HANGARS

1992-1993



CONDOR AIRCRAFT TIE-DOWNS ON EAST SIDE OF RWY 35 DURING TAXIWAY CONSTRUCTION



TAXIWAY CONSTRUCTION AT FORMER CONDOR HANGARS

1992-1993



ZELIENOPLE AIRPORT BEACON CONSTRUCTION 1992-1993



ZELIENOPLE AIRPORT BEACON CONSTRUCTION 1992-1993



ZELIENOPLE AIRPORT FUEL FARM AND NEW PAVING - 1992



FORMER CONDOR HANGARS – LOOKING WEST 1994



1992 – F4U CORSAIR RESTORATION – FIRST FLIGHT



1992 – F4U CORSAIR RESTORATION – FIRST FLIGHT



CONDOR MEMBERS AT ANNUAL CHRISTMAS PARTY



CONDOR MEMBER BEN CARBEAU IS THE OLDEST LIVING MEMBER OF CONDOR AERO CLUB. HE WAS BORN IN 1925 AND IS ONE OF THE FOUNDING MEMBERS OF CONDOR AERO CLUB.

CONDOR MEMBERS AT ANNUAL CHRISTMAS PARTY - 1998



CONDOR MEMBERS AT ANNUAL CHRISTMAS PARTY - 1999



KPJC NEW ENTRANCE DRIVE CONSTRUCTION – LATE 1990'S



KPJC LOOKING EAST – LATE 1990'S



AERIAL VIEW OF NEW ENTRANCE CONSTRUCTION ON RIGHT SIDE OF PHOTO. PRIOR TO CONSTRUCTION A GRAVEL ROAD EXISTED TO THE EAST OF TODAY'S ENTRANCE LOCATION WHICH BROUGHT YOU TO CONDOR AERO CLUB.

CONDOR ANNUAL CHRISTMAS PARTY - 2003



CONDOR CORN ROAST AT KPJC – EAA PAVILION



CONDOR CORN ROAST AT KPJC – EAA PAVILION



1997 – LOOKING NORTH AT FORMER CONDOR HANGAR





CONDOR HANGARS – 1989 TO 2014

AIRCRAFT SCHEDULING HISTORY

OVER THE YEARS, HALSTEAD INDUSTRIES HAD BEEN DOING THE BILLING FOR THE CLUB. THE SIGN-OUT BOOK FOR AIRCRAFT WAS KEPT AT HALSTEAD'S DURING THE DAY AND THE PILOT TELEPHONED THERE TO RESERVE A PLANE. WHEN THE SECRETARY WENT HOME AT THE END OF THE DAY, THE BOOK WAS DROPPED OFF AT THE AIRPORT OFFICE.

IN LATER YEARS, WHEN DON NEIDERGALL WAS THE MANAGER OF THE AIRPORT FOR HALSTEAD INDUSTRIES, THE BOOKS WERE LEFT THERE AND THE PILOT COULD TELEPHONE THERE DIRECT TO RESERVE A PLANE. IN EFFECT, HALSTEAD INDUSTRIES WAS DOING MUCH TO SUBSIDIZE CONDOR AERO CLUB ALL THOSE YEARS.

AN AUTOMATED ONLINE/PHONE SCHEDULING SYSTEM WAS DEVELOPED BY A CONDOR MEMBER IN THE MID 1990'S REPLACED THE HAIRDRESSER'S SCHEDULING BOOK THAT WAS KEPT AT THE AIRPORT.

IN 2002, AIRCRAFTCLUBS WAS CONTRACTED TO PROVIDE THE ONLINE SCHEDULING OF CLUB AIRCRAFT.

IN 2013, AIRCRAFT CLUBS WAS REPLACED BY SKYMANAGER AS OUR ONLINE SCHEDULING SYSTEM AND STILL REMAINS TODAY. WITH SKYMANAGER WE ELIMINATED THE WRITTEN SIGN OUT SHEETS AND PAPER INVOICING.

NEW HANGAR GROUNDBREAKING – SEPT. 2014



NEW HANGAR GROUNDBREAKING – SEPT. 2014

PARTICIPATING IN THE GROUNDBREAKING FESTIVITIES ARE (L TO R): KEITH MCPHERSON - PRESIDENT, CHRIS MILADINOVICH – TREASURER, E. J. EYLES – STEELSMITH (OUR CONTRACTOR), FRED KIM JR. – GENERAL CONTRACTOR, JASON JODKIN – CLUB MECHANIC AND BOARD MEMBER, DON WENTZ – AIRPORT AUTHORITY, AND DOROTHY MEEDER – SECRETARY AND MEMBER EMERITUS.



CONDOR HANGAR CONSTRUCTION – OCT. 2014



CONDOR HANGAR – CONSTRUCTION IN PROGRESS



CONDOR HANGAR NEARING COMPLETION – NOV. 2014



CONDOR HANGAR NEARING COMPLETION – NOV. 2014



CONDOR HANGAR NEARING COMPLETION – NOV. 2014



CONDOR HANGAR NEARING COMPLETION – NOV. 2014



N62104 – 1982 C172P



- PURCHASED IN SEPTEMBER, 1985
- TOTAL TIME AT PURCHASE : 500 HRS
- AIRCRAFT CAME FROM NEW CASTLE WHICH HAD A SMALL FLYING CLUB AT THE TIME.

N684SP – 1998 C172SP



- PURCHASED IN APRIL, 2005
- TOTAL TIME AT PURCHASE : 230 HRS
- FIRST AIRCRAFT FINANCED FOR PURCHASE

N2806M – 1978 ARCHER



- PURCHASED IN JULY, 2010
- TOTAL TIME AT PURCHASE : 3200

N96573 – 1984 CESSNA C172P



- PURCHASED IN FEBRUARY, 1985
- TOTAL TIME AT PURCHASE : 600 HRS

N89549 – 1979 CESSNA C152



- PURCHASED BY CONDOR SEPTEMBER, 1983
- TOTAL TIME AT PURCHASE : 40 HRS
- PURCHASED BY JASON IN 1998 AND HAS BEEN LEASED TO CONDOR SINCE

N1963T – 1971 PIPER ARROW



- PURCHASED BY CONDOR AUGUST, 1986
- TOTAL TIME AT PURCHASE : 1700 HRS

PRESENTATION CREDITS / SOURCES

- PHOTOS AND CLUB HISTORY INFORMATION PROVIDED BY CHUCK CAYE
- INFORMATION COMPILED BY TONY ACKER / JASON JODKIN