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Photo Credit: Chris Vermilya

Congratulations Christine St. Onge! Wright Brothers Master Pilot Award Winner

The Condor Aero Club is proud to celebrate longtime member Christine St. Onge as a winner of the Wright Brothers Master Pilot Award, one of the FAA's most prestigious recognitions for aviators. Christine received her award during the Airplanes and Automobiles Fly-In and Car Show held at the New Castle Municipal Airport on Saturday, August 23, 2025.

The award, administered by the FAA's Safety Team, is reserved for pilots who have practiced safe flight operations continuously for 50 years or more. It is the highest honor the FAA bestows upon pilots, celebrating both their skill and their unwavering commitment to aviation safety.

Christine's journey in aviation is as inspiring as it is accomplished. Over the span of more than five decades, she has not only logged thousands of hours in the air but also served as a mentor, advocate, and friend to countless pilots. Her dedication to safe operations and love of aviation has made her a cornerstone of the Condor Aero Club community.

Fittingly, Christine accepted this award with her beautifully restored Beechcraft Staggerwing at her side, a timeless aircraft that mirrors her own passion for aviation's golden age and her enduring contribution to its future.

Several Condor members, friends, and aviation enthusiasts joined in celebrating Christine's remarkable achievement. The Airplanes and Automobiles event featured a lineup of vintage aircraft and classic cars, food, music, and community camaraderie, but the highlight will undoubtedly be watching Christine St. Onge receive the recognition she so richly deserves.

Congratulations Christine on this extraordinary achievement!



Leadership Corner

by Keith McPherson

What a summer! For the first time in several years, we have all eight (8) aircraft online! This is a result of (3) aircraft returning to service after major maintenance and/or upgrades (104, 4SP, and 35M), regularly scheduled maintenance is, well, being regularly scheduled, and we even added a new aircraft to the fleet. Hats off to our Maintenance Team! Also, by the time you read this, we'll have added upwards of (10) new members this summer with several new inquiries via our website each week. We also had long-overdue maintenance for our hangar building completed by the original vendor. We head into the fall months with all aircraft operational, the hangar freshly serviced, and a growing membership!

On a social note, it was great seeing everyone at the summer Corn Roast and Picnic! Thank you to Carrie and her team for coordinating a great afternoon of fun, food, and hangar flying!

Finally, fall brings two operational items, the fiscal budgeting process, and the annual election. Bob is hard at work making sure we "make ends meet" and that our finances are focused on the best interests of the Club for fiscal 2026, which runs from October 2025 to September 2026. Look for a readout at an upcoming meeting. September's meeting is also when we open nominations for the (3) Board positions that come due each year. If you or someone you know is interested in running for a three-year term, please contact a Board member for details.

Again, it's been a great summer! Let's get out and go flying and continue the momentum into the fall! 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!!!

- Jeff Brinkhus – First Solo – August 2025

General Club Meeting

The Condor Aero Club will meet on **Tuesday September 2nd at 7:30pm at KPJC**. Please plan to attend for information on club business, introductions to new members, along with maintenance and financial updates. 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 **7:00pm**, 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 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 – 2025 dues and insurance are past due. Please ensure your account is paid for full flight privileges in 2025.

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.

One of the most common themes we see in both student pilots and experienced aviators is the struggle to stay "ahead of the airplane." Whether you're in the pattern working toward your first solo or cruising IFR in the flight levels, the concept is the same: good pilots anticipate, great pilots plan.

When we fall behind the airplane, flying quickly turns reactive instead of proactive. Suddenly, instead of leading events, we're chasing them, fumbling with radios or struggling to nail that approach. From the right seat, I can often see it coming: a little bit of task saturation, then workload builds, and before long, a perfectly manageable flight feels overwhelming.

So how do we stay ahead? A few strategies I encourage all pilots to practice:

1. Think in "time horizons"

Ask yourself: What am I doing right now? What will I need to do in two minutes? In five minutes? If you're turning base leg, you should already be visualizing final. On an IFR clearance, you should be reviewing the missed approach before you even brief the landing.

2. Use checklists as guardrails, not crutches

Students often think the checklist is meant to be read step-by-step as they go. In reality, a good pilot flows through the items from memory, then uses the checklist as a backstop to confirm nothing was missed. This not only builds efficiency but also buys you precious mental bandwidth.

3. Slow it down when you can

A common mistake is trying to "keep up" with the airplane at its maximum pace. If ATC gives you a descent, nothing says you have to barrel downhill at 2,000 feet per minute. Pull back the power, give yourself time, and set a pace that lets you manage the workload.

4. Brief yourself out loud

This might feel silly when you're flying solo, but a verbal self-brief ("Next leg is direct to EWC, altitude 4,000, expect vectors for the ILS") organizes your thoughts and keeps you in command. Professional crews do this for a reason, it works.

The beauty of aviation is that we're all always learning, no matter how many hours are in the logbook. Even seasoned pilots occasionally find themselves catching up instead of leading. The difference is practice, discipline, and a willingness to step back and re-center.

Next time you're in the cockpit, challenge yourself to fly one leg fully ahead of the airplane. Plan, brief, and visualize before each step comes due. You'll be amazed at how much smoother, and safer, the flight feels when you're the one setting the tempo.

NEVER LET
AN AIRPLANE
TAKE YOU
SOMEWHERE
YOUR BRAIN
DIDN'T GET TO
FIVE MINUTES
EARLIER.



Member Spotlight – Meet YOU!

We're looking for volunteers to spotlight in this space! So far, we have been working through our membership list and reaching out to members willing to put themselves out there. We'll continue this pattern but I wanted to see if anyone would want to help out and toss your hat in the spotlight. If you're interested, please send me a note at vermilyacd1@gmail.com and I'll work with you to get the particulars.



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!

- Ryan Hollein
- Aidan Mulvihill

Upcoming Events

Mark your calendars for these upcoming aviation events!

- Stay tuned for more adventures!

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) -	\$110
N341FC (C172) -	\$140
N96573 (C172) -	\$145
N62104 (C172) -	\$145
N684SP (C172SP) -	\$150
N2806M (P28A) -	\$150
N1963T (P28R) -	\$165
N4335M (P28B) -	\$175

Off field fuel reimbursement:
\$6.70/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 – 6% bonus
\$2,000.00-\$3,999.99 – 7% bonus
\$4,000.00 and greater – 8% bonus
Restrictions apply, contact a board member for more details

Aug 2025

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.

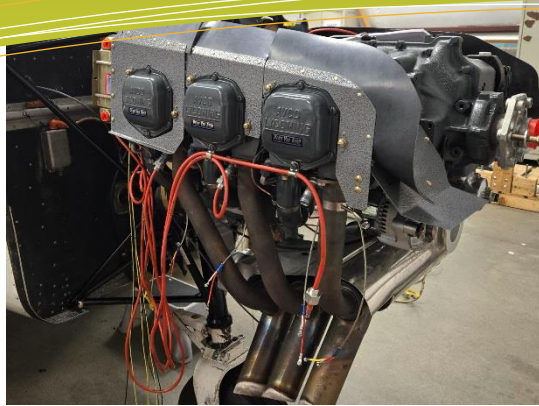
Oil Reminder:

When do you add OIL?

Answer: At or below 5qts, and always in full quarts!

Exception: N4335M, which is at or below 9qts, and always in full quarts.

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



Jul Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N341FC:

pre-buy, 50hr oil change, pitot/static check complete. Muffler appears to be loose however it's by design, it's pinned and swells with heat.

N96573:

50hr oil change/inspection completed, LH wing NAV lamp replaced.

N62104:

50hr oil change/inspection, DG replaced w/overhaul, oil temp/pressure lamps replaced, KX155 radio overhauled, flap well skin crack, stop drilled **(reminder to always check airspeed before deploying flaps).**

N684SP:

10hr oil change and RTS, COMM1 radio repair (antenna cabling issue), AP aileron servo out for overhaul

N2806M:

100hr/annual completed, stabilator hinge brackets replaced

N4335M:

engine break-in complete, RTS

N1963T:

50hr oil change, RH MLG tube replacement

Aug Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N341FC:

N96573:

100hr/Annual

N62104:

100hr/Annual

N684SP:

50hr oil change/inspection, pitot/static check, AP and Avionics Troubleshooting repairs

N2806M:

50hr oil change/inspection

N4335M:

initial flights, engine break-in, and RTS

N1963T:

100hr/annual

Time Remaining on 100hr/Annual: (As of 08/26)

N96573 = 88.8

N62104 = 98.1

N341FC = 36.6

N684SP = 34.6

N2806M = 51.6

N1963T = 0.0

N89549 = 58.5

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-flight' 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:

2024 Flight Hours																		
MONTH	89549		N341FC		684SP		62104		96573		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JUL	28.2	10.3	0.0	0.0	0.0	0.0	0.0	0.0	106.8	49.3	26.4	9.8	0.0	0.0	58.3	5.5	260.5	142.1
AUG	24.1	4.2	0.0	0.0	0.0	0.0	0.0	0.0	78.7	49.3	27.2	7.1	0.0	0.0	20.8	5.2	204.5	95.8
SEP	24.1	9.0	0.0	0.0	0.0	0.0	13.3	1.1	91.5	58.8	49.5	11.6	0.0	0.0	54.5	18.9	270.4	151.6
OCT	23.0	9.2	0.0	0.0	0.0	0.0	81.7	26.6	76.0	18.8	28.5	3.0	0.0	0.0	62.6	18.6	302.2	130.7
NOV	9.3	4.4	0.0	0.0	0.0	0.0	41.1	18.5	40.1	20.1	8.9	0.0	0.0	0.0	26.3	4.0	153.4	73.3
DEC	0.0	0.0	0.0	0.0	0.0	0.0	29.7	13.0	19.2	6.7	19.3	0.0	0.0	0.0	25.8	8.3	124.9	55.2
TOTAL	275.4	52.1	0.0	0.0	158.7	38.7	165.8	59.2	844.1	450.2	312.6	47.7	0.0	0.0	522.4	176.0	2725.6	1343.8
% Instruction	18.9		#DIV/0!		24.4		35.7		53.3		15.3				33.7		49.3	

2025 Flight Hours																		
MONTH	89549		N341FC		684SP		62104		96573		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JAN	17.6	0.0	0.0	0.0	0.0	0.0	20.7	9.6	10.3	3.1	13.3	0.0	0.0	0.0	17.4	6.3	91.6	22.7
FEB	11.0	1.5	0.0	0.0	0.0	0.0	29.0	14.2	32.0	17.9	16.7	2.0	0.0	0.0	19.2	8.9	111.3	44.5
MAR	1.0	0.0	0.0	0.0	0.0	0.0	50.5	17.6	46.4	16.8	22.0	6.9	0.0	0.0	41.1	10.1	161.0	51.4
APR	0.0	0.0	0.0	0.0	0.0	0.0	26.4	6.1	47.3	15.7	19.9	8.9	0.0	0.0	32.6	10.5	126.2	41.2
MAY	0.0	0.0	0.0	0.0	0.0	0.0	31.0	12.9	53.8	32.6	27.9	9.3	0.0	0.0	36.3	23.1	149.0	77.9
JUN	11.1	3.7	0.0	0.0	0.0	0.0	13.4	4.9	69.3	27.2	40.9	9.5	0.0	0.0	46.4	7.9	181.1	53.2
JUL	10.4	5.1	22.0	6.5	34.0	6.3	51.4	30.6	64.8	24.0	20.5	3.7	5.4	0.0	32.3	12.7	218.8	82.4
TOTAL	51.1	10.3	22.0	6.5	34.0	6.3	222.4	95.9	323.9	137.3	161.2	40.3	5.4	0.0	225.3	79.5	1039.0	373.3
% Instr/YTD	20.2				43.1		42.4						35.3		35.9			
% Instr/Current Month	0.0				41.6		60.6						63.6		52.3			

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

Oil Usage:

2024 Oil Used								
MONTH	89549	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JUL	1.0	0.0	0.0	5.0	1.5	0.0	6.0	16.5
AUG	1.0	0.0	0.0	3.0	3.5	0.0	1.0	14.5
SEP	2.0	0.0	0.0	2.8	4.5	0.0	6.0	18.3
OCT	7.0	0.0	2.5	2.0	3.0	0.0	6.0	22.5
NOV	0.0	0.0	2.0	1.0	0.0	0.0	3.0	7.0
DEC	0.0	0.0	1.0	1.0	1.0	0.0	2.0	8.0
TOTAL	24.0	6.8	5.5	28.8	28.5	0.0	49.5	181.1

2025 Oil Used									
MONTH	89549	N341FC	684SP	62104	98887	1963T	4335M	2806M	TOTAL
JAN	2.2	0.0	0.0	1.0	2.0	1.0	0.0	1.0	7.2
FEB	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	3.0
MAR	0.0	0.0	0.0	2.0	0.0	4.0	0.0	5.0	12.5
APR	0.0	0.0	0.0	2.0	0.0	3.0	0.0	3.0	10.0
MAY	0.0	0.0	0.0	0.5	0.0	3.0	0.0	4.0	8.5
JUN	0.0	0.0	0.0	0.5	0.0	6.0	0.0	6.0	14.5
JUL	2.0	1.0	1.0	2.0	0.0	5.0	0.0	3.0	17.0
TOTAL	4.2	1.0	1.0	8.0	2.0	23.0	0.0	23.0	72.7

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:

The last couple of months have been extremely busy for the maintenance team, but I think we're finally settling back into a normal groove. And the entire fleet is online!

We bought a new airplane (N341FC), put it through the paces with a 'pre-buy', a 50hr oil change and soon a 100hr/annual. We also brought N684SP back, completed the engine break-in and RTS, and finally test flew, completed engine brake-in and RTS N4335M.

Pepper in the normal break/fix, 50hr/100hr's, AP and squawks and it's been a lot to juggle.

Flying has picked up a bit 218.8 total hours for the month.

N341FC:

50hr oil change/inspection completed. We did find a noise in the landing gear which required a new axle bolt/nut, and we replaced the LH tire and tube.

Another note, the muffler was squawked for being loose. Unfortunately, this is part of the design for that type of muffler (PowerFlow Exhaust). The muffler is pinned and clamped. It will expand and tighten as the engine heats up.

We will be sure to include this notification again during the winter seminars.

N96573:

Replaced LH NAV lamps.

N62104:

50hr oil change/inspection completed. Oil/temp gauge lamps were replaced, repaired #1 nav/com kx155, replaced DG, stop drilled RH flap well skin, and tried to clean the wing leading edge fuel hose scuffs.

We've had the fuel hose reminder in the past three newsletters and yet we still see example of the fuel hose rubbing against the leading edge. This recent case was the worst I've seen. It's a good thing we have clear tape installed, otherwise a new paint job on a set of \$40k wings would be ruined.



PLEASE take care to not let the fuel hose rub against the leading edge, or any part of the plane for that matter.

CESSNA REMINDER...PLEASE take care when filling the aircraft, ensure you have adequate fuel hose out, and you're not letting the weight of the hose or the filler nozzle bind in the tank.

N684SP:

10hr oil change/inspection was completed along with a 25hr oil change. We have switched back to 15w50, and lifted all flight restrictions associated with the engine break-in.

We found the source of the Comm1 radio issue. As it turns out the COM and NAV connections were switched behind the panel. Once that was corrected, everything worked great.

We were also able to address the AP issue. The aileron servo was overhauled and reinstalled and everything appears to be working as intended. Keep in mind this AP is limited to roll, so you only have NAV and Heading Bug, but it still helps during long cross countries.

N2806M:

100hr/Annual completed. We did need to replace both stabilator fittings, but still able to complete the annual in 9 days.

N4335M:

Completed the engine break-in and RTS. The engine is still running straight mineral oil, but this will be changed very soon and all flight restrictions lifted. Keep an eye out for an email update.

N1963T:

We completed a 50hr oil change/inspection, no issues found, also completed the pitot/static check.

TOWBARS:

Have you noticed weird scratches on the face of the prop?

We think we found the culprit...the towbars slipping off the NLG pins! Sometimes the towbars get stretched and need to be squeezed/bent back together so they don't slip off when you're trying to push and turn at the same time. If the towbar slips and doesn't have the protective plastic cap on the handle ends, it lines up perfectly where the scratches on the prop are located.

Please take care with using the towbars and pushing the plane back into the hangar. We are working to ensure either the towbars are replaced or the ends of the handle are taped to prevent this from happening in the future.

FUEL STAINS:

We need your help cleaning these immediately. Please take photos, and then clean the stain. I've found the best way is to use a bit of fuel strained onto a rag and wipe the area clean. The share the squawk and pictures with me so we can address the root cause.

Once the stain sets, especially in the heat and direct sunlight, there's no way to get it out.

It's difficult, most times impossible to use rubbing compound because the paint is so thin.

Leaseback:

N89549:

Nothing to report

REMINDERS:

OIL:

N89549:

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

N684SP, N341FC, N62104, N96573, N2806M, and N1963T:

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

N4335M:

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

Report all Oil Consumption in SkyManager

Please let me know if any hangar is running low on oil.

Oil Heaters:

Starting 4/1, please DO NOT plug in the engine block heaters.

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

Call, Text, or Email

(412)215-1225

chipvig@gmail.com

Supporting Links:

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

July 1st, 2025

*Please note, meeting minutes will no longer be read at general meetings. Please review the minutes from the prior meeting in this newsletter and be prepared to ask any questions at the next meeting.
Meeting minute approval will be requested at the next meeting.*

CALL TO ORDER

President Keith McPherson called the July 1, 2025 Meeting to order at 7:30 p.m. He requested the group stand for the Pledge of Allegiance.

Carrie Matvey announced to the members and visitors her resignation from the Board of Trustees. She thanked them for their support during her five year Board membership.

President Keith then asked those visitors and guests present to stand and introduce themselves. They were welcomed.

The President then thanked Cindy and JP for the 7:00 Social Hour.

MINUTES

Larry Schaefer moved and Mike Bruce seconded, "The June 2025 Minutes of the Condor Aero Club as read in the July Condor Newsletter are approved." - Motion carried

READINGS: 2nd Reading - Ryan Hollein
 Aidan Mulvihill

TREASURER'S REPORT

Account Balances as of 7-1-2025

Cash Flow for June 2025

*Cash Basis

Accounts Receivable: \$80,671.77

TOTAL Cash Checking Accounts

Beginning Balance \$130,728.42

Inflows \$23,751.75

Outflows \$60,157.9

Net -\$36,406.15

Balance as of 7/1/2025 **\$94,322.27**

FIRST COMMONWEALTH Line of Credit (LOC)

Rate 8.50%

Line Of Credit Line: \$25,000.00 Balance \$0.00

Off Field Fuel Reimbursement as of June 27, 2025: \$6.70

June Outflow Highlights:

Phillips66 Fuel: \$ 7,150.44

FulFab, Inc: \$8,018.82 Maintenance: \$18,323.56

FCB sweep acct interest: \$365.82 - YTD: \$1,852.70

N684SP Repair: \$153,499.59 --Does NOT include engine and annual inspection.

Chris Vermilya moved and Chris Wolgemuth seconded, "The June 2025 Condor Aero Club Treasurer's Report is accepted." - Motion carried.

MAINTENANCE

Director of Maintenance Chip Vignolini reported the completed maintenance in June 2025 and the planned maintenance for July 2025. Please see the complete report in the Condor Aero Club July Newsletter.

PROPOSED PURCHASE OF AN AIRCRAFT – The Cessna 172N 160hp aircraft is being flown from Indiana to Zelenople Airport for the Pre-Buy Inspection this week. President Keith explained the cost and how the Board is negotiating for it. It will be a welcome addition to the Condor fleet if the inspection is approved.

DAKOTA N4335M SOON BACK ON-LINE – Keith presented ground school slides and narrative for the Dakota. All members present will be credited with the ground school. Those interested in flying the Dakota will then have to fly with an instructor to be qualified for that airplane.

ADJOURNMENT

Chip Vignolini moved and Dan Cox seconded, "The July 2025 Meeting of the Condor Aero Club is adjourned." - Motion carried.