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Photo Credit: Chris Vermilya

Faster, Brighter, Pittsburgh-ier: Meet the New Terminal

Pittsburgh International Airport's new terminal is set to open this fall, with construction now more than 90% complete. The project re-centers operations in a single landside terminal attached directly to the airside gates, eliminating the tram ride (oh how we love the tram...) and long walks that travelers know all too well.

Key Highlights

- Faster security & baggage: 12 security lanes (double the old setup) and a simplified baggage system.
- Modern design: sweeping glass walls, tree-like columns, outdoor terraces, and a roofline inspired by western PA's hills.
- Better access: a new 5,000-space garage and redesigned roadways will ease drop-offs and pickups.
- Local touch: the project emphasizes regional materials, sustainability, and plenty of Pittsburgh-based concessions.

For travelers, the new layout means shorter walks, quicker processing, and a brighter, more comfortable space. For the region, it's a major economic boost and a statement that Pittsburgh is ready to compete for more nonstop flights and continued growth.

As members of the GA community, we'll benefit too: smoother traffic, improved infrastructure, and an airport that better serves all who fly through it. Expect a few growing pains as everyone adjusts, but once open, the new PIT should make travel in and out of our city a far better experience. I for one am very excited for the new opening!



Leadership Corner

by Keith McPherson

We just finished a great summer flying season, and we're headed into Autumn months with new member activity increasing, and all eight (8) aircraft on the schedule! If I adapt a common expression to our world, "We're firing on all FOUR cylinders!" (six in the case of the Dakota!). It's been a long road (or should I say "Victor Airway"?), to get here, but the hard work and patience has been worth it!

Fall is also my favorite flying season. We get a relief from the hot days and afternoon thunderstorms of summer, don't need to deal with snow and ice just yet, and who doesn't like to go flying to see the leaves turn!? However, the trade-off is shorter days, leading to possible dusky or night landings at the end of our flight. Our airport is also subject to ground fog. Brush off your aviation weather skills and be sure to note the Temperature/Dewpoint spread before you depart, so you don't return to a socked-in airport after the temperature cools in the evening. If you're not night-current and/or familiar with night operations at our airport, this is a great time to get with an instructor. Speaking of changing seasons, we'll also be conducting our annual "Winter Seminar" at the October meeting, which is required to fly from November to March.

Last but not least, we currently have nominations open for the October election. If you or a member you know is interested in volunteering to help guide the Club by serving on the Board of Trustees, please nominate them by contacting our Election Officers, Jake Vagias or Greg Jarosz. Nominations will remain open until the October Meeting. We look forward to seeing you at the October Meeting.

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!!!

- Alan Connor – Certified Flight Instructor ASEL – September 3rd, 2025
- Madison Golden – Certified Flight Instructor ASEL – September 2025
- Jeff Brinkhus – First Solo – August 2025

General Club Meeting

The Condor Aero Club will meet on **Tuesday October 7th 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! **October is also election month! You must be present to vote**

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 plan to attend the October meeting or meet with an instructor if you do not have signoff on the winter seminar.

Dues and Insurance – Beginning Oct 1, 2025, dues will increase to \$375 and insurance will increase to \$575. Billing for the 2025-2026 flying season will begin the second week of October. Please ensure that your account is paid in full to avoid having your flight privileges suspended January 1, 2026.

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.

'CLEAR PROP!!'

The following is excerpted from a recent article in Pilot Workshops.com and highlights a rare but potentially deadly situation. When you 'CLEAR PROP!', that means any time the aircraft is electrified or active in any way.

"One day a while ago, I jumped into my airplane for a quick local flight and was shocked when I turned on the master—and the prop started turning. I shut off the master right away. Fortunately, nothing—and more importantly no one—was inside the prop arc.

This happened because the starter contactor (which can also be called the starter relay) had failed in the on position. Despite the fact that the airplane keys were still in my pocket, turning on the master powered the starter and the prop immediately started turning.

Because of this, I've added a 'Prop area – CLEAR' item *before* 'Master – ON' to my prestart check to ensure that if this happens again the possibilities of damage or injury are minimized.

Many of us have the essential 'prop clear' on a checklist right before turning the key, just like we have a check for oil pressure or ammeter not full scale immediately after engine start. However, few pilots think twice about turning the master on when they first open the plane to check fuel levels, deploy the flaps, or do any of several other preflight tasks. Don't be one of those pilots. Any time you energize a system, ensure people and objects are out of harm's way."

Kip Sobel
Condor Safety/Compliance Officer

The story above is a powerful reminder that a propeller, even when you don't expect it, can instantly become a deadly hazard. While "CLEAR PROP!" is ingrained in our starting checklist, we sometimes forget that the danger exists any time the aircraft is energized, not just during engine start.

A few additional points to keep in mind:

1. Prop arc awareness isn't just for pilots.

Passengers, linemen, and even curious bystanders at smaller airports may not understand the danger. Take a moment to brief anyone nearby to stay well clear of the nose.

2. Preflight checks can bring risk.

Tasks like running flaps, checking lights, or fueling often involve switching on the master. Before you flip that switch, take a deliberate look around the prop arc to make sure it's clear.

3. Respect residual engine energy.

Even with the master and mags off, a "hot mag" condition (caused by faulty grounding in the ignition switch) can allow the engine to fire if the prop is moved by hand. Unless you are trained and following proper safety procedures, avoid moving the propeller altogether.

4. Make it a habit, not an exception.

Just as we instinctively look both ways before crossing a street, we should instinctively check the prop arc before turning on the master. Build it into your flows and muscle memory.

Bottom line: The prop arc is never a safe place to stand. By extending "CLEAR PROP!" discipline beyond just engine starts, we reduce the risk of an unexpected, and potentially tragic, accident.

Member Spotlight – Meet Jay Patrikar!

What certificates/ratings do you hold?

I currently hold a Private Pilot Certificate (PPL).

How many hours do you have?

I've logged about 230 flight hours so far.

How long have you been flying?

I've been flying for about five years.

When did you join Condor?

I joined Condor Aero Club in 2020—special shout-out to my CFI, Tim Weber, for guiding me through my primary instruction.

What prompted you to look skyward?

I've had the aviation bug since I was a kid. Much of my research was on pilotless aircraft, but I figured I could still do a better job than a robot.

What is your favorite part of flying?

For me, it's the people; sharing the experience of flight. I especially enjoy taking friends and family up for the first time and seeing the joy and wonder on their faces.

What is your next aviation goal?

My next aviation goal is to earn my Instrument Rating (IFR) to expand my skills and flying opportunities.

What is your favorite aircraft?

My favorite aircraft is N684SP (it's back!), since most of my flying adventures and memories have been in it.

Any words of wisdom to share?

Community makes all the difference. You can learn so much by flying with a variety of people—everyone has something to teach if you're open to learning.



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 (promotional)
N341FC (C172N) - \$145
N96573 (C172P) - \$150
N62104 (C172P) - \$150
N684SP (C172S) - \$155
N2806M (P28A) - \$155
N1963T (P28R) - \$170
N4335M (P28B) - \$180

Off field fuel reimbursement:
\$6.45/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 – 4% bonus
\$2,000.00-\$3,999.99 – 5% bonus
\$4,000.00 and greater – 6% bonus
Restrictions apply, contact a board member for more details

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!

- None this month!

Upcoming Events

Mark your calendars for these upcoming aviation events!

- October 4/5 – KFKL – Applefest Fly-In

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](#)

Sep 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.

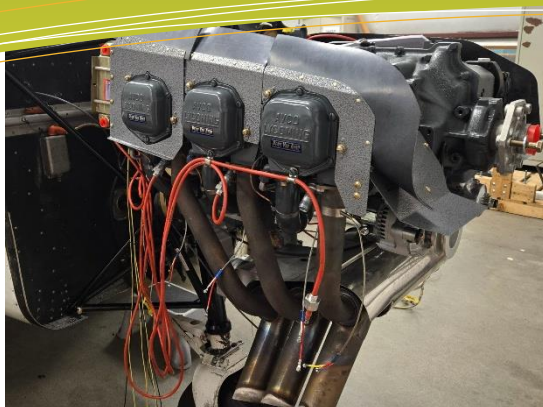
Oil Reminder:

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.



Aug Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

N341FC:

50hr oil change/inspection.

N96573:

100hr/annual completed

N62104:

100hr/annual completed. New LED NAV/Strobe lights installed.

N684SP:

50hr oil change/inspection, AP repaired (aileron servo overhauled), pitot/static check complete

N2806M:

100hr/annual completed, stabilator hinge brackets replaced

N4335M:

50hr oil change/inspection completed. All flight restrictions have been lifted. RH MLG wheel pant axle bolt repaired, along with tug fixes completed

N1963T:

RH MLG tire/tube replaced



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Sep Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N341FC:

100hr/Annual

N96573:

50hr oil change/inspection

N62104:

N684SP:

100hr/Annual

N2806M:

50hr oil change/inspection

N4335M:

50hr oil change/inspection (completed first week in Sep), possible 100hr/annual depending on flight time

N1963T:

100hr/annual

Time Remaining on 100hr/Annual: (As of 09/26)

N96573 = 58.5

N62104 = 59.5

N341FC = 10.1

N684SP = 15.9

N2806M = 23.6

N4335M = 18.4

N1963T = 0.0

N89549 = 30.7

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.

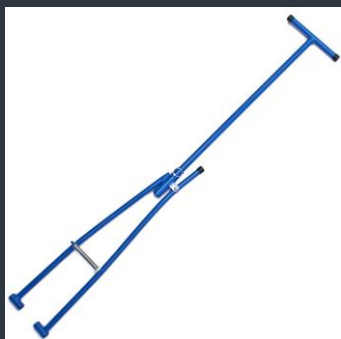
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

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!

New Spring-Loaded Fork Towbars: fits all aircraft except N1963T.



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	
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	
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
AUG	6.5	1.6	29.4	23.9	25.7	12.0	35.6	7.5	62.3	24.8	16.0	1.2	60.2	29.5	57.9	12.6	264.2 89.2
TOTAL	57.6	11.9	51.4	30.4	59.7	18.3	258.0	103.4	386.2	162.1	177.2	41.5	65.6	29.5	283.2	92.1	1303.2 462.5
% Instr/YTD		20.7					40.1	42.0					32.5			35.5	
% 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	98887	1963T	4335M	2806M	TOTAL
AUG	1.0	0.0	0.0	3.0	6.0	3.5	0.0	1.0	14.5
SEP	2.0	0.0	0.0	2.8	3.0	4.5	0.0	6.0	18.3
OCT	7.0	0.0	2.5	2.0	2.0	3.0	0.0	6.0	22.5
NOV	0.0	0.0	2.0	1.0	1.0	0.0	0.0	3.0	7.0
DEC	0.0	0.0	1.0	1.0	3.0	1.0	0.0	2.0	8.0
TOTAL	24.0	6.8	5.5	28.8	38.0	28.5	0.0	49.5	181.1

2025 Oil Used									
MONTH	89549	N341FC	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JAN	2.2	0.0	0.0	1.0	0.0	1.0	0.0	1.0	5.2
FEB	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	3.0
MAR	0.0	0.0	0.0	2.0	1.5	4.0	0.0	5.0	12.5
APR	0.0	0.0	0.0	2.0	2.0	3.0	0.0	3.0	10.0
MAY	0.0	0.0	0.0	0.5	1.0	3.0	0.0	4.0	8.5
JUN	0.0	0.0	0.0	0.5	2.0	6.0	0.0	6.0	14.5
JUL	2.0	1.0	1.0	2.0	3.0	5.0	0.0	3.0	17.0
AUG	0.0	1.0	2.0	2.0	3.0	1.0	4.0	7.0	20.0
TOTAL	4.2	2.0	3.0	10.0	13.5	24.0	4.0	30.0	90.7

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:

I hope everyone has been enjoying this great flying weather. We had another bump up in total flight time.

It never seems to fail, but we have several aircraft approaching maintenance intervals at the same time. I will do my best to coordinate so it's the least impactful to our membership and scheduled reservations, but really appreciate your support in the process.

N341FC, N684SP, and N4335M are all coming close to 100hr/Annual's.

N96573 and N62104 are approaching 50hr oil change/Inspections.

General reminder:

Please never set your headsets or any other items on the glareshield. The windshields are made of plexiglass, and scratch very easily. Unfortunately, we already have scratches on the co-pilots side of N4335M. It's important to give your passengers a briefing prior to the flight so they understand what they can and can't do, and ultimately have a more enjoyable experience.

Lastly, we are NOT under winter operations yet. Please don't rush it. I'll keep everyone informed on when it's required to plug the engine heaters in.

N341FC:

50hr oil change/inspection completed.

100hr/Annual will be due soon. This will be the first Annual we've done and not sure exactly what to expect. Based on the 'pre-buy' and '50hr oil change' we're not anticipating any surprises, but I wanted to set everyone's expectations early.

N96573:

100hr/annual completed, no major items found, RTS in (4) days.

N62104:

100hr/annual completed, installed new LED NAV/Strobe kit (looks amazing!). no major items found, RTS (5) days.

N684SP:

50hr oil change/inspection, pitot/static check completed. 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.

TOWBARS:

All towbars have been replaced and we are now using the same 'Cessna' style towbar on all aircraft except N1963T.

N2806M:

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

We've had an engine overhaul on order with PennYan since April and it's expected to be ready in the November timeframe. We've been working on a plan to have everything ready for a quick turn-around (6-8 weeks). And expected to start once the weather turns late Nov/Dec timeframe.

N4335M:

50hr oil change/inspection completed. No issues found.

N1963T:

Currently wrapping up 100hr/annual.

Winter Operations:

We are NOT under winter operations yet, but we are starting to prepare.

This year we will be removing wheel pants. As you're probably aware, our wheel pants have seen better days, and to extend the life as much as possible we'll pull them off before the snow starts.

We will soon be hosting the winter seminars, and usually start plugging in the block heaters in the Nov timeframe. But I will send out notifications as we get closer.

Master Switch / Ignition Key

Always ensure the ignition key is in the 'Off' position and master switch off, after your flight and before approaching the propeller area and even more importantly before you start your 'Preflight'.

We recently had a situation with N62104, where the switch was left in the 'right' position and key removed.

Keep in mind the mags are still hot (the master switch does NOT need to be ON'. Meaning if the prop was moved while the ignition switch is in 'R', 'L', or 'Both', and the prop was moved, it could potentially 'start'.



Piper Doors:

I can't believe I have to say this but PLEASE DO NOT kick the latch closed. This was observed and reported.

It is understandable to hold the door closed and lean against the lower with your leg/calf, but you should NEVER kick the door. As I've discussed many times, we have an aging fleet and we keep it in great shape, but we need **YOUR HELP!** We all OWN these aircraft; it's not just a rental.

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

September 2nd, 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 Condor Aero Club September Meeting to order at 7:30 p.m.

PLEDGE OF ALLEGIANCE – The president then asked the group to stand for the Pledge of Allegiance. He then requested the visitors and guests to stand and introduce themselves.

MINUTES

Ed Sattely moved, and Larry Schaefer seconded, “The July 2025 Condor Aero Club Regular Meeting Minutes are approved.” - Motion carried.

READINGS: 1st Reading - Robert Chance

TREASURER'S REPORT

Account Balances as of 9-1-2025 / Cash Flow for August 2025

Accounts Receivable: - \$90,839.80

TOTAL Cash Checking Account:

Beginning Balance - \$77,464.27

Inflows - \$59,744.58

Outflows - \$66,044.72

Net - -\$6,300.14

Balance as of 9/1/2025 \$71,164.13

FIRST COMMONWEALTH Line of Credit (LOC)

Rate - 8.50%

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

N341FC Loan: Payment: \$1999.28 Balance: \$130,194.80

Off Field Fuel Reimbursement as of July 11, 2025: \$6.55

August Outflow Highlights

Phillips 66 Fuel \$10,936.20 // Maintenance \$48,543.29

Annual Corn Roast \$5,098.42 // FCB sweep acct interest \$176.36 - YTD \$2,585.

Fred Gropp moved and Glen Kaiser seconded, “The Condor Aero Club September 2025 Treasurer’s Report is accepted as read.” - Motion carried.

MAINTENANCE

Chip Vignolini reported the maintenance completed in August and the maintenance planned for September. The complete Maintenance Report is in the Condor Aero Club Newsletter.

1ST FLIGHT/CRISTMAS PARTY

Cindy Smith has arranged for the First Flight/Christmas Party to be held 6:00 p.m. Friday December 18, 2025 at the Elks Club in Cranberry Twp., on Route 19 North. Condor members will receive two free tickets all additional tickets will be \$35.00 each.

PROGRAM

A safety issue was discussed regarding "Pilot Deviation" and the consequences of deviating into restricted areas without permission. The discussion was led by Keith McPherson. Pilots obeying the rules will not have FAA penalties. The program had valuable information for safe flying.

ELECTION

Election Officer Jake Vagias opened nominations for the October Election:

Nominated:

Robert Beck - by Kip Sobel Accepted

Jeff Kuzma - by Keith McPherson Accepted

Keith McPherson - by Ed Sattely Accepted

Chip Vignolini - by Hal Repasky Accepted

Chris Wohlgemuth - by Larry Schaefer Accepted

Jake Vagias - by Alan Connor nomination declined

Nominations are open for the October Meeting.

ADJOURNMENT

Cheyenne Caporosso moved and Jeff Kuzma seconded, "The September 2025 Condor Regular Meeting is adjourned." - Motion carried.