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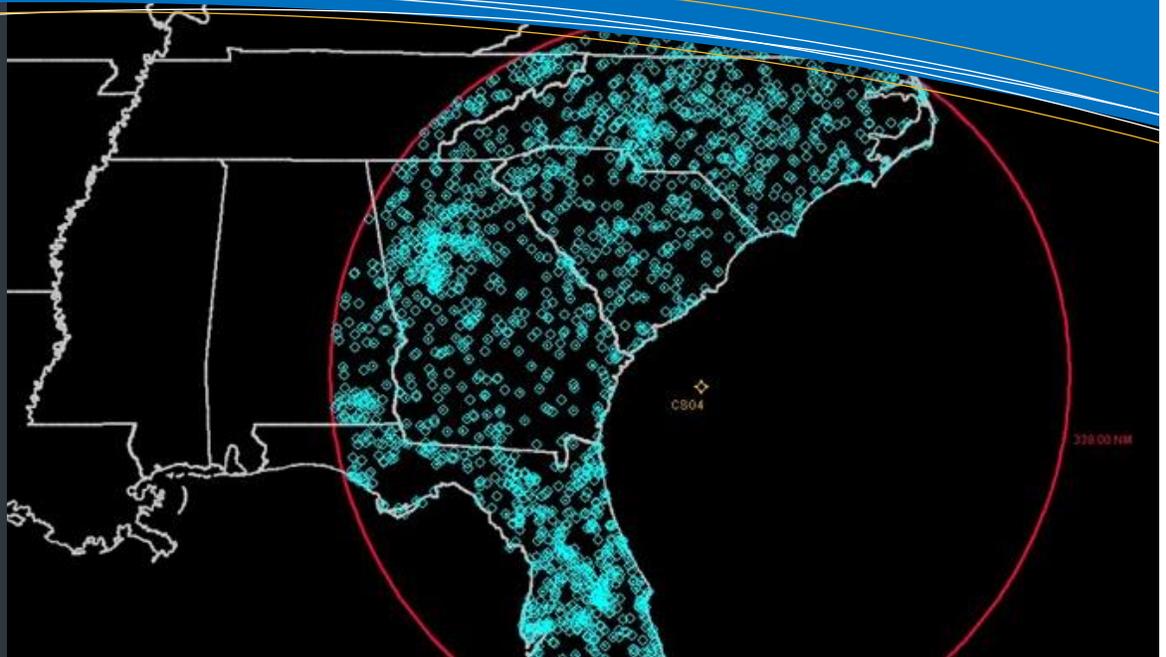
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*Photo Credit: AOPA (GPS Outages)*

When the GPS Goes Dark: Back to Fundamentals

For the first time in decades, general aviation pilots are being reminded, sometimes uncomfortably, that GPS is not guaranteed. Across large portions of the U.S., especially the Northeast, Mid-Atlantic, and Midwest, GPS interference and outages tied to military testing and jamming exercises have become frequent enough to warrant serious attention from everyday GA pilots. What was once a rare NOTAM buried in preflight briefings is now something pilots are actively encountering in flight.

Over the past year, the Federal Aviation Administration has issued repeated advisories warning of GPS signal degradation, sometimes covering hundreds of miles and lasting for hours or days at a time.

These events don't just affect airline ops or military aircraft. They directly impact:

- IFR-certified GA aircraft
- WAAS-dependent approaches
- ADS-B position integrity
- Moving-map situational awareness

For many aircraft, GPS can now be a single point of failure, even when everything else is working perfectly, if we're not prepared.

Flying clubs like Condor operate at the intersection of affordability and capability. Most club aircraft are well-equipped but not over-equipped: a single panel GPS, limited redundancy, and pilots who fly a mix of VFR and IFR.

Ask a room of pilots when they last: tuned and identified a VOR, flew an approach without magenta guidance, cross-checked DME against a paper chart, or planned a diversion without GPS distance and ETA. For many, the honest answer is: "It's been a while."

GPS outages aren't exposing bad pilots, they're exposing skill atrophy, something aviation has always warned us about but rarely forced us to confront. The good news: GA already has the tools to handle this. Ground-based nav aids still exist, paper and electronic charts still work, pilotage and dead reckoning haven't changed, training materials and IPCs already cover these scenarios. What's needed isn't new equipment, it's intentional practice.

This month is a perfect time to: brief GPS-out scenarios during practice flights, practice a VOR or LOC approach on a proficiency flight, and revisit lost-GPS procedures. GPS interference isn't the end of modern GA, but it is a reminder that technology is an aid, not a guarantee. The pilots who adapt calmly and confidently will be the ones who kept their fundamentals sharp when it mattered.



Leadership Corner

by Keith McPherson

Let there be lights!! If you've been to the airport lately, you can't help but notice that our rotating beacon is back in service!! This is in addition to the upgraded runway and taxiway lighting – all part of the project that began before the holidays. I was flying earlier this week, and there are still workers on Taxiway A. The good news is that the airport/runway remained open, and while the workers did a nice job of marking off the closed portions of the taxiway, the closure required us to back-taxi on the runway to get to the far end. The same could be true on landing rollouts, and you may find yourself needing to use the full length of the runway and/or back-taxi.

Operationally, be extra diligent on the radio. Listen for and announce any non-standard taxi operations – including back-taxis. In the air, plan your traffic patterns accordingly ensuring adequate spacing to account for longer-than-normal time on the active runway. As we've said before, avoid the urge to "make the first turn-off" as it may result in a flat-spotted tire...or worse. The new lighting is looking great, and the work should be completed soon!

As I close, I'd like to sincerely thank George (Bob) Miladinovich for his many years of service to Condor. His tireless dedication and financial stewardship have enabled us to deliver measurable value to our membership, all while responsibly managing our daily operations and supporting long-term growth. Thank you, Bob, you will be missed!

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!!!

- Casey Matvey – Commercial ASEL – February 17th, 2026
- Chris Wohlgemuth – B-757/767 Type Rating – February 8th, 2026
- Cindy Smith – Instrument Airplane – January 30th 2026

General Club Meeting

The Condor Aero Club will meet on **Tuesday March 3rd at 7:00pm at KPJC**. This month we have a special treat. The meeting will be held at the Private Jet Center (PJC) hangar with parking available in their main lot. You can enter through the rear door. As our program, we are honored to have the FAA/FSDO onsite to present former Condor member Dan Wylie with the Wright Brothers Master Pilot Award, recognizing his remarkable aviation career!

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 – 2026 dues and insurance have been billed and are due by 12/31! 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



This month, we're taking time to review a sequence of events that could have ended very differently. The following was reviewed at the November General Meeting but is review here as well. Please review carefully and remember to always think ahead of your flight!

From the right seat, we see a very different flight than the one the student thinks they're flying. We see hands before instruments. We see decision-making before the airplane ever does what it's told.

Most students believe instructors are focused on maneuvers: the steep turn, the landing, the approach. Those things matter, but they're not what we're really evaluating.

When something doesn't go exactly as planned, we're not asking, "Did they do this perfectly?" We're asking, "What do they do next?"

Do they freeze? Do they rush? Do they verbalize the problem, or silently wrestle with it?

From the right seat, a small deviation isn't a failure. It's a window into how a pilot will behave someday when we're no longer there. One of the biggest tells from the right seat is quiet. A quiet cockpit during a training flight often means a student is overloaded. When the talking stops, it usually means mental bandwidth is gone. That's when small issues turn into big ones, not because the pilot doesn't know what to do, but because they stop managing the situation.

We'd rather hear a student say, "I don't like this setup," than watch them try to fix everything at once without a plan.

Some of the smoothest stick-and-rudder pilots struggle the most. They can hold altitude within 20 feet and grease a landing but hesitate when it's time to make a decision. From the right seat, technical skill without judgment stands out immediately. Flying well is important. Deciding when not to fly is more important.

What We Wish Every Student Knew

If I could tell every student one thing from the right seat, it would be this: I'm not training you to pass a checkride. I'm training you for the day when something goes wrong and no one is watching. I want to see:

- Conservative decisions
- Clear communication
- A willingness to slow things down
- Comfort saying "let's go around" or "let's stop here"

Those are the habits that keep pilots flying for decades.

The best compliment an instructor ever gets isn't "great lesson" or "fun flight." It's the day a former student calls and says, "I didn't like how things were shaping up, so I diverted, and it felt completely normal."

The goal is not perfect flying, but confident, thoughtful pilots who know how to manage themselves, the airplane, and the moment.

Looking for additional headsets or gear?

Yaesu FTA-550L Pro-X Handheld radio/navigation transceiver plus all accessories - \$200.00
Stratus 2 GPS/XM receiver with new battery, charger and dash holder - \$100.00
Telex Echelon 25XT noise canceling Headset - \$100.00
Three (3) Telex Echelon 20 Passenger Headsets - \$50/each
Jeppesen Skybound GPS data card PC adapter - \$20

All items are used, but in excellent condition. Please contact Jan Lewis by email at jklg550@gmail.com, or text at 412-680-2838 for inquiries.

Member Spotlight – Meet George Samo!

What certificates/ratings do you hold?

Private Pilot

How many hours do you have?

80 hrs

How long have you been flying?

Started in 1994, took a 27-year break, started back up in November 2025

When did you join Condor?

November 2025

What prompted you to look skyward?

Always loved flying, family life got in the way of the \$100 hamburgers

What is your favorite part of flying?

Looking at God's creation from a different perspective that most people don't get to enjoy

What is your next aviation goal?

Instrument Rating

What is your favorite aircraft?

At the club, currently N62104, planning to graduating to the Arrow and Dakota. Personal, Dream plane is Aerostar, followed by the Mooney 201K 231 and Velocity XL.

Any words of wisdom to share?

Don't give up on your passion.



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.

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:
\$6.05/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

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!

- Nicholas Schzure
- Donald Zuch

Upcoming Events

Mark your calendars for these upcoming aviation events!

- The weather is not the best... look for more events next spring

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](#)

Feb 2026

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.



Jan Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N341FC:

Replaced LH and RH MLG brake caliper piston o-rings and linings w/new, installed CO2 detector card, serviced nose strut with nitrogen, and extended the block heater pigtail.

N96573:

N62104:

N684SP:

Replaced flap motor and up/down limit micro switches w/new

N2806M:

N4335M:

N1963T:

Replaced RH MLH gear indicator lamp w/new



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Feb Planned Maintenance:

GPS Databases on all Aircraft:

N341FC:

50hr oil change/inspection

N96573:

50hr oil change/inspection

N62104:

50hr oil change/inspection

N684SP:

N2806M:

50hr oil change/inspection

N4335M:

N1963T:

50hr oil change/inspection

Time Remaining on 100hr/Annual: (As of 02/20)

N96573 = 69.7

N62104 = 63.5

N341FC = 47.9

N684SP = 76.1

N2806M = 59.8

N4335M = 77.4

N1963T = 60.6

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.

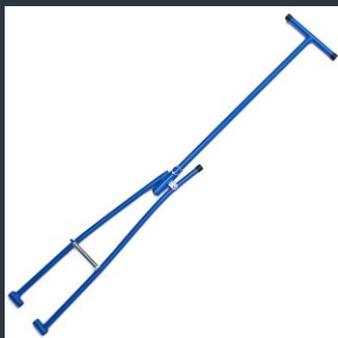
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

Please be sure to look at them prior to 'pre-flying' 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:

2025 Flight Hours																
MONTH	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	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	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	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	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	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	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	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	240.8	88.9
AUG	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	293.6	113.1
SEP	33.1	26.5	25.4	4.6	53.6	25.8	34.9	19.9	8.3	0.0	29.6	9.4	26.4	9.6	225.2	96.7
OCT	26.5	15.6	19.2	m	44.4	25.4	46.4	23.4	25.2	13.3	20.3	2.3	42.0	8.2	215.0	74.0
NOV	20.9	13.5	15.6	2.8	31.6	21.1	23.7	16.6	14.2	4.9	8.0	1.6	22.0	1.3	115.1	48.3
DEC	9.6	7.0	12.1	5.8	14.5	7.0	7.9	4.7	0.0	0.0	6.0	0.0	4.0	1.4	44.5	18.9
TOTAL	141.5	93.0	132.0	31.5	402.1	182.7	499.1	226.7	224.9	59.7	129.5	42.8	377.6	112.6	1954.4	730.8

2026 Flight Hours																
MONTH	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	22.6	13.5	5.9	3.0	29.2	21.1	18.9	7.4	5.4	3.3	9.7	1.3	16.4	1.3	108.1	50.9
TOTAL	22.6	13.5	5.9	3.0	29.2	21.1	18.9	7.4	5.4	3.3	9.7	1.3	16.4	1.3	108.1	50.9
% Instr/YTD	60		51		72		39		61		13		8		47	
% Instr/Current Mc	60		51		72		39		61		13		8		47	

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

Oil Usage:

2025 Oil Used								
MONTH	341FC	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JAN	0.0	0.0	1.0	0.0	1.0	0.0	1.0	5.2
FEB	0.0	0.0	0.0	1.0	1.0	0.0	1.0	3.0
MAR	0.0	0.0	2.0	1.5	4.0	0.0	5.0	12.5
APR	0.0	0.0	2.0	2.0	3.0	0.0	3.0	10.0
MAY	0.0	0.0	0.5	1.0	3.0	0.0	4.0	8.5
JUN	0.0	0.0	0.5	2.0	6.0	0.0	6.0	14.5
JUL	1.0	1.0	2.0	3.0	5.0	0.0	3.0	17.0
AUG	1.0	2.0	2.0	3.0	1.0	4.0	7.0	20.0
SEP	3.0	1.0	2.0	2.0	2.0	2.0	2.0	14.0
OCT	1.0	2.0	3.0	1.0	2.0	2.0	6.0	19.0
NOV	1.0	0.0	2.0	1.0	5.0	0.0	3.0	12.0
DEC	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
TOTAL	8.0	6.0	17.0	17.5	33.0	8.0	41.0	136.7

2026 Oil Used								
MONTH	341FC	684SP	62104	96573	1963T	4335M	2806M	TOTAL
JAN	1.0	0.0	1.0	0.0	0.0	0.0	2.0	4.0
TOTAL	1.0	0.0	1.0	0.0	0.0	0.0	2.0	4.0

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:

January weather didn't seem to improve, however there must have been a few good pockets. Our hours jumped to 108.1, which exceeded last Jan of 91.6.

Still not a big impact on maintenance. We did have to put new brake linings on N341FC, which was unexpected because we only had 59.6hrs TIS since the last replacement. We did rebuild the calipers and replace the caliper piston o-rings and will continue to monitor closely.

Great reminder on energy management. I once had an instructor tell me 'brakes should only be used to assist in steering, run-up, and emergency braking throughout all phases of flight operations'. That has stuck with me to this day.

Examples:

You should only use enough throttle/rpm to move the aircraft and then back it off once moving, on landing you should be watching your airspeed, and let the aircraft roll-out if necessary to slow prior to braking, etc.

General reminders:

Clearing the Chute After Start-up

Please be sure to clear the chute immediately after startup. You can park at the end of the hangar and finish getting ready if you need to.

And if you're on the other side, coming back from the fuel farm. Slow down and check the chute prior to turning in. If you see someone sitting there, don't be afraid to get on the radio and let them know you're waiting.

Pushing and Pulling on the aircraft.

Pretty serious topic, please NEVER push on the nose cone/spinner, and only push/pull from the base/hub area of the propellor, never the tips.

Likewise, on Cessna aircraft, if you push/pull on the elevator to maneuver the plane, please be sure it's at the root. You should NEVER push down on the elevator tips.

Glareshield/Windscreen Care.

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.

Winter operations started on 11/01/2025.

Please be sure to plug in the engine heaters and install cowl plugs. Please remember, the strap should be on the outside to the cowl, so within the first rotation of the prop, the cowl plugs would be ripped out. And the **zippers should all face inward** (engine side, you should NEVER see the zippers), and if installed cowl plug flag point straight up.

N341FC:

Replaced LH and RH MLG brake caliper piston O-rings and lining w/new. Serviced NLG strut with nitrogen and installed CO2 detector card.

Landing light has had many repairs, and we're currently looking for replacement parts.

N62104:

Nothing new to report, next scheduled maintenance in 13.5hrs

N96573:

Nothing new to report, next scheduled maintenance in 18.3hrs.

N684SP:

Nothing new to report, next scheduled maintenance in 26.1hrs

N2806M:

Nothing new to report, next scheduled maintenance in 8.9hrs

N4335M:

Nothing new to report

N1963T:

Replaced RH MLG gear indicator lamp. Next scheduled maintenance in 10.6hrs

Hangars:

Nothing new to report.

We still need to replace the lights to LED and adjust multiple down limit switches once the weather breaks.

Clubhouse:

Nothing new to report

REMINDERS:

OIL:

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 11/1, please plug in the engine block heaters and refer to the winter starting procedures.

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

February 3rd, 2026

*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 February 2026 Regular Meeting to order at 7:30 p.m. President Keith asked the members and guests to stand for the Pledge of Allegiance. The visitors and guests were then requested to stand and introduce themselves.

CONGRATULATIONS – Keith congratulated Cindy Smith for passing the Instrument check ride.

MINUTES

Larry Schaefer moved and Jeff Kuzma seconded, “The January 2026 Condor Aero Club Regular Meeting Minutes are approved.” - Motion carried.

READINGS: 1ST Reading - Gavin Funovits
2nd Reading - Nicholas Schzure
Donald Zuch

TREASURER’S REPORT

Keith shared that George (Bob) Miladinovich has resigned as Treasurer, Robert Beck will serve as interim.

Account balances as of 2/1/2026

Cash Flow for January 2026 (Cash basis)

Accounts Receivable:	- \$86,880.2
Total cash checking accounts:	
Beginning balance	- \$47,484.98
Inflows	- \$57,076.48
Outflows	- \$25,207.10
Net	- \$31,869.38
Balance as of 2/1/2026	- \$79,354.36

First Commonwealth Line of Credit

Rate / Line of credit	7.75% / \$25,000.00 - Balance \$0.00
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Off field reimbursement as of January 8, 2026: \$6.05

Note: January Treasurer’s Report prepared by former Treasurer George (Bob) Miladinovich.

MAINTENANCE REPORT

The January 2026 Maintenance Report was read by Keith in the absence of Maintenance Director Chip Vignolini. Please refer to the Maintenance Report printed in the Monthly Condor Aero Club Newsletter.

UNFINISHED BUSINESS

SECURITY CAMERAS – Kip Sobel updated his report for the purchase of security cameras. Kip is getting prices for installing three cameras from a couple of vendors. He has been authorized by the Board to purchase three cameras not to exceed \$500.00.

NEW BUSINESS

MEMBERSHIP – Robert Beck gave a report of the New Member On-Line Application Progress. New applications and applicants brought onboard are recorded on a spread sheet. Applications in progress and those waiting for Condor are listed. Robert's spread sheet is a valuable tool for membership status.

CONDOR CHARTER AND RULES AND REGULATIONS – Robert Beck is studying the Charter and Rules & Regulations to update them. He will report necessary changes that should be made.

PROGRAM

JP Smith presented an interesting program of "Planning Flight Trips." He stressed the importance of weather planning. JP said pilots should use all tools available for planning. A safe trip is a well-planned trip.

President Keith thanked JP for the presentation.

He thanked Cindy and JP for preparing and serving the food for the Social Hour.

Ed Sattely noted pilots should be aware of the construction at the Beaver County Airport. It is closed by NOTAM sunset to sunrise.

ADJOURNMENT

Ed Sattely moved and Fred Gropp seconded, "The February 2026 Regular Meeting of the Condor Aero Club is adjourned." - Motion carried.