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*Photo Credit: Hyrum Wright*

Runway Risk: What Recent Close Calls Mean for GA Pilots

A clear trend is emerging from recent aviation reports: more safety incidents are happening on or near the runway than in the air. Data from the Federal Aviation Administration and narratives submitted to the NASA Aviation Safety Reporting System point to a rise in runway incursions and surface close calls, often involving otherwise routine operations.

For general aviation pilots, this hits close to home. Taxi, takeoff, and landing remain some of the most compressed, and unforgiving, phases of flight. There's less time, less space, and far more happening at once.

One of the most common contributors is head-down time. Today's cockpits demand interaction, but even a few seconds spent programming avionics while moving can lead to missed calls or overlooked traffic. Many incident reports trace back to that exact moment. A simple habit can make a big difference: if you need to adjust something, stop the airplane first.

At nontowered airports, the challenge is different but just as real. Without a controller managing separation, pilots must build their own situational awareness. That means clear radio calls, active listening, and, most importantly, never assuming the runway is clear. A growing best practice is to consciously verbalize your scan: "final clear, base clear, runway clear." It sounds simple, but it reinforces discipline when it matters most.

What stands out in these recent events is how ordinary they are. No severe weather. No mechanical failures. Just small lapses during everyday operations, taxiing, crossing, lining up, that escalate quickly.

As we head into a busier flying season, it's worth tightening up ground habits: slow down, keep your attention outside, and treat every runway interaction as a potential conflict point.

Because while the runway may feel routine, the data shows it's anything but.

If you want to dig deeper, check out these sources and search for the noted topic

- Federal Aviation Administration – Runway Safety Resources
- NASA Aviation Safety Reporting System – Aviation Safety Reporting System Database
- Aircraft Owners and Pilots Association – Runway Safety and Incursion Avoidance Articles
- FAA Safety Team – FAASafety Seminars
- National Transportation Safety Board – Safety Alerts for Pilots



Leadership Corner

by Keith McPherson

The weather is getting pretty nice outside, and I hope everyone's gearing up for a great flying season! I'd like to start off by personally thanking the dozen or so volunteers who donated a Saturday morning earlier this month to our "spring cleaning" event. We got all the hangars swept out & cleaned, and we washed all of our aircraft (even degreased the bellies!). It was a great morning, the weather cooperated, and we all got to enjoy one of Cindy's great meals afterwards. Thanks again to all who pitched in – this is what a Flying Club is all about!!

Lastly, as we get into the summer, flight hours will ramp up. Although we mention this each month in the "SkyManager Tips" section of this newsletter, I'd respectfully like to ask everyone to be mindful of your fellow Condor members when scheduling. Please keep reservations to around 2-3 hours – especially on weekends – unless you are planning a flight to another airport, a cross-country, etc. We have (7) aircraft and over (100) flying members, and we want everyone to fly as much as possible! Thank you for your consideration!

Fly Often, Fly Safely, 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!!!

- Scott Schreffler – First Solo (technically a re-solo after a long break!) – April 12th
- Madison Golden – Commercial Multiengine – April 22nd

General Club Meeting

The Condor Aero Club will meet on **Tuesday May 5th 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!

Our monthly Club Meetings will now be held in the new Zelenople Corporate Hangars (ZCH) building which is located behind Ravotti Air. After turning north onto Tasa Drive, pass the turnoff for Private Jet Center and make the second right. Continue east and park between the new construction and Ravotti.

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 – 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!

condoraeroclub@gmail.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.

There has been a recent question regarding our Arrow – specifically, its exact model.

The Arrow was originally introduced with a 180 HP engine, referred to simply as the "Cherokee Arrow." A few years later, the engine was upgraded to 200 HP and was referred to as the "Arrow 200." Piper followed with minor enhancements such as today's standard T-style six-pack instrument panel, and identified the model as an "Arrow 200 B." (NOT YET an "Arrow II") The Arrow II lengthened the wing and stabilator by two feet, and stretched the fuselage to give the rear seat passengers another five inches of leg room. Definitely not the dimensions of our Arrow.

The ultimate authority is the serial number, and our Arrow falls within the serial number range of the "Arrow 200 B."

Over the 50 years of this airplane's life, the original Aircraft Flight Manual aged just like the airplane itself, and pages got worn out or lost, and needed replaced. Unfortunately, some of the replacement pages were sourced from an Arrow II POH (and even two pages from an Arrow III POH!).

We took advantage of a rainy Saturday afternoon, and went through N1963T's Airplane Flight Manual / Operating Handbook. The initial, original Piper pages with signatures, limitations, instrument range-markings, weight & balance, etc. were verified to be correct and all references to an Arrow II (or III) were replaced with the proper Arrow 200 B pages.

The Arrow now has new white binder with fresh page protectors and tabs to actually be a usable book! The Airplane Flight Manual is in the front, followed by the Operating Handbook, then the Supplements and Piper Service Bulletin specifying the removal of the backup landing gear extender. A copy of the operating handbook is in the clubhouse, but like other POHs of the era there's not much in it. On the website, the POH has been updated from "Arrow 200" to "Arrow 200B," and the aircraft data sheet has also been corrected for the proper V speeds.

Vx is 81/91, Vy is 85/95, Va is 134 (as placarded on the airplane)

The rest of the speeds are the same as an Arrow II.

Operationally there is no difference between the Arrow 200, 200B, or II checklists. When I left the airport Saturday the airplane had a CheckMate and a spiralbound checklist book for an Arrow II. Just know Va, Vx, and Vy are wrong. An Arrow 200B checklist is in the works. When conducting checkouts or instructing in the Arrow, take note of the correct V speeds.



Member Spotlight – Meet YOU!

We're still 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!

- Mark Fairbairn
- Jeffrey Morris

Upcoming Events

Mark your calendars for these upcoming aviation events!

- What events are you planning to attend, let me know!

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.

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

Apr 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.



Mar Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N341FC:

N96573:

N62104:

N684SP:

N2806M:

Started engine replacement

N4335M:

Waiting on parts from Lycoming

N1963T:



Apr Planned Maintenance:

GPS Databases on all Aircraft:

N341FC:

100hr/annual

N96573:

50hr oil change/inspection

N62104:

100hr/annual

N684SP:

N2806M:

Engine installation completed, and 10hr break-in and RTS with flight restrictions

N4335M:

Start piston pin and cap replacement

N1963T:

50hr oil change/inspection

Time Remaining on 100hr/Annual: (As of 04/27)

N96573 = 17.5

N62104 = 3.8

N341FC = 11.3

N684SP = 39.9

N2806M = 51.6

N4335M = 68.8

N1963T = 23.9

This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

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.

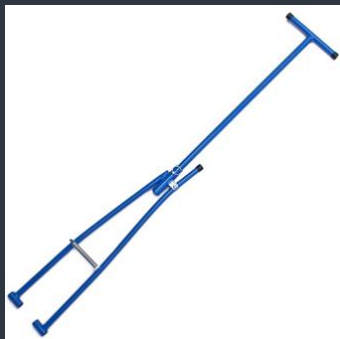
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

Please be sure to look at them prior to 'pre-fighting' 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
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
FEB	15.1	8.2	13.3	8.2	19.2	8.1	32.8	11.9	5.7	1.1	10.1	3.2	9.5	1.6	105.7	42.3
MAR	16.1	9.2	17.9	4.9	34.0	8.2	26.6	18.2	19.9	7.7	1.3	0.0	7.8	5.4	123.6	53.6
TOTAL	53.8	30.9	37.1	16.1	82.4	37.4	78.3	37.5	31.0	12.1	21.1	4.5	33.7	8.3	337.4	146.8
% Instr/YTD	57		43		45		48		39		21		25		44	
% 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
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
FEB	0.0	1.0	1.0	1.0	0.0	1.0	1.0	5.0
MAR	0.0	1.0	1.0	2.0	2.0	0.0	0.0	6.0
TOTAL	1.0	2.0	3.0	3.0	2.0	1.0	3.0	15.0

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:

March flying picked up to 123.6 hours, and 53.6 hours (~44%) were instruction.

Maintenance was minimal. But we started the engine replacement on 06M and plan to wrap that up before starting 35M.

I am excited to share, by the time you read this we should have 06M back online! Keep in mind we kept our scope of work focused on engine replacement only to ensure a quick turn-around. This means we'll get through the flight restriction period and then pull it in for 100hr/Annual. In this case 50hr/Annual due to the new engine.

If you notice, several of our aircraft are coming due for 100hr/Annual at the same time. We'll do our best to turn them around as quickly as possible and minimize the impact to our members.

With the nice weather, we're seeing an increase on flight hours, so just a few reminders.

Clear the chute between the hangars as quickly as possible. I understand there's still check lists etc. but please pull down to the end of the hangars and make room for your fellow members.

Bugs! It's time to start cleaning the aircraft when you return. All leading edges, this includes the elevator and rudder, along with the wings and cowling. And please don't forget the underside of the flaps. These huge surface areas at low and slow speeds tends to kill tons of bugs!

High Crosswinds. Know your personal limitations and always remember a strong crosswind at PJC is usually straight down the runway at BTP. Anyone would be willing to come pick you up and we'll retrieve the aircraft later.

Reduce Engine Idle to below 1000RPM and Lean the Mixture Immediately after Startup. I can't tell you the number of times I've heard aircraft running while in the chute at high RPM. This is extremely hard on an air-cooled engine.

Do not use the 5gal buckets as a stool if the step-ladder is missing. I learned this lesson the hard way! Yes it hurt, and quite embarrassing as well.



N684SP:

Nothing new to report.

N341FC:

Nothing new to report

N62104:

Nothing new to report.

N96573:

Nothing new to report.

N2806M:

Great News! We wrapped up the initial 10hrs, the oil change is taking place as I'm typing this, and 06M will be back online with flight restrictions.

Please keep in mind, this is a critical time for a new engine and following the outline below is essential for a long engine life.

Flight restrictions for the next 25 hours;

- We are using 100 Mineral Oil (the quarts have a 'grey' label vs. 'green', picture below).
- Please keep a close eye on oil levels. We do expect it to burn oil during the break-in but then stabilize.
- AVOID HIGH RPM after initial start. You should reduce the throttle to 800RPM, and lean the mixture.
- All Takeoffs should be performed at full power.
- No touch-and-go's.
- No power-off stalls.
- The power setting should remain at 75% power or higher but not redline. You do need to be careful not to over rev (exceed redline), it can be easy to do in turbulent air or while descending.
- All power transition should be made smoothly.
- Whenever the mixture is adjusted (rich to lean), it should be done slowly.
- When leaning, closely watch your engine RPM and the EGT. Please be conservative and keep it 'rich of peak'
- ALWAYS return the mixture to full rich before increasing power settings.
- Caution must be taken at all times to NOT shock cool the cylinders. The maximum recommended temperature change should not exceed 50°F per minute

After reaching 50hrs. we'll perform another oil change and switch back to 15w50.

We have a brand-new engine and need everyone's help to ensure a successful break-in.

PLEASE be sure to follow the bullets above, even print a copy for your flight bag.

N4335M:

Grounded, waiting on parts from Lycoming.

N1963T:

Hangars:

Nothing new to report.

Clubhouse:

Nothing new to report

General reminders:

Winter Operations Ended on 4/1.

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 4/1, no need to plug in block heaters

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

Call, Text, or Email

(412)215-1225

chipvig@gmail.com

Supporting Links:

Bank Charges	\$35.00
Capital Improvements – Security System	\$2,500.00
Cleaning and Maintenance	\$150.00
Fuel (Aircraft)	\$3,725.61
Meeting Expense	\$297.71
Nonemployee Compensation -Accounts Receivable	\$225.00
Refund – Scholarship Fund	\$5,000.00
Supplies (Pilot Lounge)	\$98.98
Utilities	\$465.30
TOTAL DISBURSEMENTS:	\$23,009.30

EXCESS OF RECEIPTS OVER DISBURSEMENTS \$12,178.34

ENDING CASH ACCOUNTS BALANCE \$96,912.50

Bob Belsterling moved and Fred Gropp seconded, “The Condo Aero Club Treasurer’s Report is accepted as read.” - Motion carried.

MAINTENANCE/OTHER

Chip Vignolini reported the maintenance completed in March and the maintenance planned for April. Please see the full Maintenance Report published in the Condor Aero Club April Newsletter.

OTHER

SECURITY – Kip Sobel reported all cameras have been installed and are working very well.

SCHOLARSHIP AWARD – Condor was contacted by Jan Lewis to inform us that he is relocating to South Carolina. As a result, Condor refunded Jan his portion of the remaining scholarship balance as reported in the Treasurer’s Report. The balance of the scholarship account will be dispersed via two scholarships to be awarded in this fiscal year. Details to follow.

PROGRAM

Hyrum Wright presented a program of flying to and exploring the Outer Banks. It was an interesting program with good information about planning flights to the Outer Banks.

President Keith McPherson thanked Hyrum for his presentation.

ADJOURNMENT

Glenn Kaiser moved and Mike Bruce seconded, “The Condor Aero Club April 2026 Regular Meeting is adjourned.” - Motion carried.