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Captain Dan Wylie



Steve Eckerson

Honoring a Lifetime of Excellence: Dan Wylie and Steve Eckerson Recognized by the FAA

This month, we celebrated two remarkable milestones within our community, Captain Dan Wylie and Steve Eckerson have each earned one of the Federal Aviation Administration’s most prestigious honors, recognizing a lifetime of professionalism, discipline, and dedication to aviation safety.

Captain Dan Wylie was awarded the Wright Brothers Master Pilot Award, a distinction reserved for pilots who have demonstrated 50 or more years of safe flight operations. Named for Orville Wright and Wilbur Wright, the award represents the gold standard in a pilot’s career, honoring not just longevity, but a sustained commitment to judgment, skill, and professionalism in the cockpit. Over decades flying for Allegheny Airlines, USAir, and American Airlines, Dan exemplified these qualities, earning the trust of passengers, crews, and colleagues alike while navigating the constant evolution of modern airline operations.

Steve Eckerson was recognized with the Charles Taylor Master Mechanic Award, the FAA’s highest honor for aviation maintenance professionals. Named after Charles Taylor, the first aviation mechanic who made powered flight possible, this award celebrates 50 years of dedicated service in aircraft maintenance. It reflects Steve’s career built on precision, accountability, and an unwavering commitment to keeping aircraft, and those who fly in them, safe. Steve’s career spanned time across USAir and American Airlines.

While pilots and mechanics serve different roles, these awards highlight a shared foundation: a lifetime of discipline, attention to detail, and respect for the responsibility that aviation demands. Pilots rely on the integrity of the aircraft; mechanics ensure that integrity is never in question. Together, they form the backbone of the safety culture that defines our industry.

What makes these recognitions especially meaningful is their rarity. Few reach this milestone. Fewer still do so while maintaining the level of excellence required to earn these honors. These are not just career achievements, they are reflections of character, consistency, and a deep-rooted commitment to doing things the right way, every single day.

Congratulations to Dan and Steve on this extraordinary accomplishment. Their careers set the standard for all who follow, and remind us what true professionalism in aviation looks like.



Leadership Corner

by Keith McPherson

Spring has sprung! We made it through one last March snowstorm and both the fleet and the hangar are ready for a great flying season! With the continuing growth at the airport and the value of Condor's assets, we've installed several surveillance cameras to monitor activity around our building as well as one interior camera in the Pilot's Lounge. Rest assured, the videos will be kept strictly confidential, reviewed only if needed, and contain no audio. Over the next month, you'll also notice changes to the door locks on both the Pilot's Lounge and the aircraft hangars' doors. We'll definitely keep everyone updated to ensure a smooth transition.

The Board of Trustees has also shifted a few roles. With Robert Beck taking over the Treasurer role, I am pleased to announce Cindy Smith as our Membership Director. Cindy's enthusiasm will serve us well as she helps greet our new members and welcome them to our Club. We also welcome back Ed Sattely as a returning Board Member in the role of Programs Coordinator. If you have an idea for an upcoming program at one of our meetings, please give Ed a call.

Everything is shaping up for a fantastic spring and summer, and everyone is encouraged to "get out and fly!"

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!!!

- Brandon Wood – DC-9 Type Rating – March 12th, 2026
- Derek Kelly – Instrument Airplane – March 20th, 2026
- Maddie Golden – Certified Flight Instructor Instrument – March 2026

General Club Meeting

The Condor Aero Club will meet on **Tuesday April 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!

Our monthly Club Meetings will now be held in the new Zelianople 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!

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.

The recent accident in Steamboat Springs is a sobering reminder that in aviation, the smallest misunderstandings, especially around automation, can have devastating consequences. In February, an Epic E1000 on approach to Runway 32 impacted terrain on Emerald Mountain, killing all four onboard. Early data shows the aircraft was flying an RNAV (GPS) Z approach, descending below the published minimum descent altitude (MDA) with the autopilot engaged, ultimately striking terrain roughly 75 feet below the ridgeline. At the center of the discussion is a feature many instrument pilots use every day: Garmin's advisory vertical guidance (+V).

On non-precision approaches like LNAV, Garmin avionics often generate a "+V" glidepath, designed to help pilots fly a stabilized descent. It looks and behaves like a glideslope. It feels like a glideslope. And when coupled to the autopilot, it flies like one. But it is not one.

Garmin made that point explicitly in its recent Service Alert 26027: advisory vertical guidance is "advisory only" and does not provide obstacle or terrain clearance, nor does it change the published minimums.

Here's the critical and often misunderstood detail: When coupled, the autopilot will continue descending on that path and will NOT level off at the MDA. That means the responsibility to level off, and to comply with 14 CFR 91.175, remains entirely with the pilot.

The Steamboat approach environment is unforgiving: mountainous terrain, night conditions, and an approach procedure that provides no certified vertical guidance. The RNAV Z approach requires strict adherence to step-down fixes and a hard level-off at the MDA (9,100 feet).

But the aircraft's flight profile tells a different story. Data suggests a continuous, stabilized descent, consistent with a coupled advisory glidepath, continued below MDA and directly into terrain. In other words, the system did exactly what it was designed to do. The problem is what it was not designed to do.

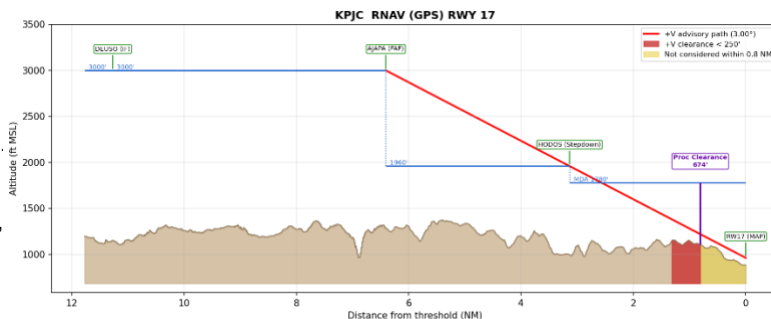
This is where the lesson hits home. Modern avionics are incredibly capable, but they are not context-aware in the way pilots assume. A +V glidepath does not "know" about terrain penetrating the descent path. It does not enforce step-down fixes. And it does not protect you below minimums.

Garmin's own alert reinforces this: +V provides guidance, not protection; the barometric altimeter is the primary reference; and descent below MDA is only permitted with required visual references in sight

Following the accident and growing industry attention, Garmin issued both a service alert and software updates aimed at reinforcing proper use of advisory vertical guidance. The emphasis is not on removing the feature, but on clarifying its limitations and ensuring pilots understand that automation will not save them from procedural non-compliance.

That distinction matters. Because this isn't just about one accident, it's about a broader trend in aviation: increasing reliance on automation without a full understanding of its boundaries. Every generation of pilots faces its own version of this lesson. Today, it's not raw data or lack of information. The Steamboat accident reinforces a fundamental truth: if the approach says "level off," you level off, regardless of what the glidepath is doing.

Automation is a tool. It is not authority. In instrument flying, especially in terrain-rich environments, it never will be. Even in our local environment, we run the same risk of getting too close to the terrain on the RNAV (GPS) 17 approach into PJC:



Member Spotlight – Meet <Pilot>!

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!

- Gavin Funovits

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

Mar 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.



Feb Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N341FC:

50hr oil change/inspection, extended block heater pigtail.

N96573:

N62104:

N684SP:

Replaced RH Wingtip NAV light assembly

N2806M:

N4335M:

N1963T:

Lubed yokes, excessive oil on floor, NLG, and leading edges (washed down the engine, replaced hobbs oil line, leak checked, and RTS)



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Mar Planned Maintenance:

GPS Databases on all Aircraft:

N341FC:

N96573:
50hr oil change/inspection

N62104:

50hr oil change/inspection

N684SP:

N2806M:

50hr oil change/inspection or start engine replacement

N4335M:

N1963T:

50hr oil change/inspection

Time Remaining on 100hr/Annual: (As of 03/30)

N96573 = 45.5

N62104 = 31.0

N341FC = 33.7

N684SP = 61.2

N2806M = 51.6

N4335M = 77.4

N1963T = 44.2

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.

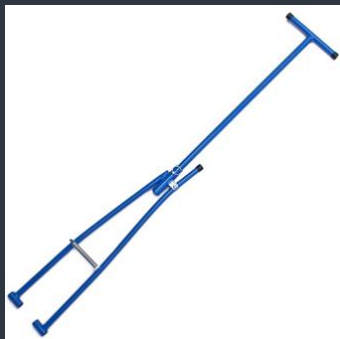
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

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:

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
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
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
TOTAL	37.7	21.7	19.2	11.2	48.4	29.2	51.7	19.3	11.1	4.4	19.8	4.5	25.9	2.9	213.8	93.2
% Instr/YTD	58		58		60		37		40		23		11		44	
% Instr/Current Mor	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
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
FEB	0.0	1.0	1.0	1.0	0.0	1.0	1.0	5.0
TOTAL	1.0	1.0	2.0	1.0	0.0	1.0	3.0	9.0

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:

February flying stayed consistent at 105.7 hours, and 42.3 hours (~42%) were instruction.

Maintenance was minimal. But March is coming in like a lion...I think that's the saying.

Starting April 1, we are shifting back to spring/summer flying. Block heaters no longer need plugged in overnight and keep an eye out for bugs. Please leave the aircraft clean for the next member.

Two big project updates:

We started the engine replacement on N2806M, and are committed to get it back online within the 4-6wk window.

And unfortunately, PennYan dropped a bombshell, that Lycoming released a Service Bulletin #667, stating a mandatory replacement of the piston pins which impacts our newly overhauled engine on N4335M. One piece of good news is we made the first round of Lycoming orders and are expected to have the parts in the next couple of weeks, in addition, the majority of the cost should be covered by Lycoming.

This triggered several questions from members regarding difference between Service Bulletins (SB), vs. Airworthiness Directives (AD).

I think the best explanation to use is, a service bulletin is issued by the manufacturer based on what they've experienced in the field for their provided parts. Think of it as a manufacturer 'RECALL'.

SBs are usually optional and associated with improvement recommendations for maintenance or operations, etc. where ADs are mandatory to maintain airworthiness.

ADs are issued by the FAA, usually referencing a SB to make the corrections.

However, when you look at the severity of this SB (engines seizing due to piston pin failure), we decided it's not worth waiting for an AD to be published, we immediately grounded the aircraft until the repairs could be made.

As mentioned, we are on the first list of parts coming in from Lycoming, this includes piston pins, caps, and the necessary head gaskets to replace when the work is performed.

The good news is, Ben will be able to perform the work locally and an engine break-in isn't necessary once the work is complete. However, it is a significant amount of work; each cylinder will be removed (which involves removing baffling, exhaust, intakes, etc.), piston pin/caps replaced, and the cylinder reinstalled with new gaskets, then reinstall all associated pieces (baffling, exhaust, etc.).

We also plan to get 'oil sample analysis' for ~4-6 oil changes post completion as a precaution.

It's a tough pill to swallow, given the engine only has ~135 hours TIS since overhaul, but PennYan is still willing to cover the warranties, and the majority of the cost is covered by Lycoming

N341FC:

50hr oil change/inspection, extended block heater pigtail.

N62104:

Nothing new to report.

N96573:

Nothing new to report.

N684SP:

Replaced RH wingtip NAV light assembly.

N2806M:

We started the engine replacement on 3/15 and as you can see in the pictures, it feels like an Indy pit stop. We had all the required parts prior to starting, so the engine and engine mount were removed, and immediately installed the new engine and engine mount.

The prop was sent for overhaul, but we were thrown a curve ball there as well. The first step is to take all the required measurements, etc. Very similar to cutting car brake rotors, they need to remove a small amount of material to realign, paint, etc. Our prop failed the minimum thickness required for overhaul.

Fortunately, they had a new prop on hand, but it was an unexpected cost.

Everything is progressing as planned, and we're still on target to hit our committed schedule.

N4335M:

Grounded, waiting on parts from Lycoming.

N1963T:

Lubed yokes, excessive oil on floor, NLG, and leading edges (washed down the engine, replaced hobbs oil line, leak checked, and RTS)

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

General reminders:

Winter Operations End on 4/1.

No longer need to plug in block heaters.

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.

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:

CASH FLOW	AMOUNT
RECEIPTS:	
Hangar Rent	\$ 1,550.00
Interest Income	\$ 156.53
Member Payments	\$ 24,350.90
TOTAL RECEIPTS	\$ 26,057.43
DISBURSEMENTS:	
Bank Charges	\$ 216.46
Capital Improvements - Security System	\$ 2,500.00
Cleaning and Maintenance	\$ 150.00
Fuel (Aircraft)	\$ 3,578.98
Lease (Land)	\$ 938.38
Loan Payments - N341FC	\$ 1,999.28
Membership Account Closed - Refund	\$ 967.30
Nonemployee Compensation - Maintenance Dir.	\$ 450.00
Nonemployee Compensation - Secretary	\$ 300.00
Office Expense	\$ 117.13
Postage	\$ 45.77
Security System (Fire Alarm)	\$ 37.50
Utilities	\$ 513.36
TOTAL DISBURSEMENTS	\$ 11,814.16
EXCESS OF RECEIPTS OVER DISBURSEMENTS	\$ 14,243.27

Larry Schaefer moved and Mike Bruce seconded, "The Condo Aero Club Treasurer's Report is accepted as read."
 - Motion carried.

MEMBERSHIP REPORT

Robert Beck reported the status of the Condor Membership.

MAINTENANCE/OTHER

Chip Vignolini reported the maintenance completed in February and the maintenance planned for March. Please see the full Maintenance Report published in the Condor Aero Club March Newsletter. The Newsletter is published by Chris Vermilya and is a wealth of information for Condor members!

SPRING CLEANING WORK DAY - A Cleaning day with Condor members was suggested. Volunteers will be needed.

SECURITY – Kip Sobel has talked with several suppliers for security cameras. There will be cameras mounted on the Condor hangars and in the Pilots' Lounge.

PROGRAM

Chris Miladinovich announced Jerry Labuskes and Wendy Grimm, of the FAA FSDO office were in attendance to present Dan Wiley with a "Wright Brothers Master Pilot Award."

Jerry Lambuskes discussed the FAA Safety Program and thanked Chris for arranging the program.

Wendy Grimm presented the Master Pilot Award to Dan Wiley for fifty years of accident-free flying.

Delicious catered snacks were provided by Chris Miladinovich. President Keith thanked the FAA Safety Members for attending and Chris for arranging the program and the delicious food.

ADJOURNMENT

The March 2026 Meeting of the Condor Aero Club was adjourned by common consent.