

this issue

Current News | 1

Leadership Corner | 2

Earning Their Wings | 2

From the Right Seat | 3

Memorial Spotlight | 4

New Members | 4

Upcoming Events | 4

Maintenance Corner | 5

Meeting Minutes | 8



Photo Credit: Chris Vermilya

## Why Air Traffic Control Is Becoming Aviation's Biggest Story

If there is one issue dominating aviation headlines right now, it is not new airplanes, electric aircraft, or even airline expansion, it is air traffic control.

Over the past year, a growing number of near misses, operational disruptions, and staffing shortages have pushed the U.S. air traffic control system into the national spotlight. From commercial airlines to general aviation pilots, nearly everyone flying in American airspace is feeling the effects. The FAA continues to face a significant controller shortage, even after receiving hundreds of thousands of applications over recent years. According to a recent U.S. Government Accountability Office report, the number of controllers has declined while traffic levels have continued rising, creating mounting pressure at key facilities around the country.

For pilots, the impacts are becoming increasingly visible. Earlier this year, a fatal collision involving Air Canada Express Flight 8646 and an airport fire truck at New York's LaGuardia Airport renewed concerns about congestion, runway safety, and operational complexity in busy airspace. And just this month, LaGuardia made headlines again after a sinkhole was discovered near Runway 4/22 during a routine airfield inspection. The runway was immediately shut down, forcing delays and cancellations for hundreds of flights during the busy Memorial Day travel period.

While the sinkhole itself was not an air traffic control issue, many pilots saw it as another example of how fragile and stressed the aviation system has become. LaGuardia operates with only two primary runways, so losing one immediately created cascading delays throughout the Northeast corridor.

Even outside the airline world, general aviation pilots are noticing longer delays, busier frequencies, and occasional service interruptions. In some locations, staffing shortages have become so severe that facilities have temporarily entered "ATC Zero" status.

What makes this particularly important for general aviation is that GA often feels these problems first. Training operations, VFR advisories, practice approaches, and smaller airport services are often the earliest areas affected when staffing becomes strained. At the same time, aviation activity itself continues growing. Airline schedules remain aggressive, business aviation remains strong, and summer travel demand is expected to surge again this year.

The aviation community is now watching closely to see whether modernization efforts, expanded hiring, and new technology can stabilize the system before further incidents occur. For many pilots, the conversation has shifted from "future aviation technology" to a more immediate concern:

Can the current system safely keep up with the skies we already have?



# Leadership Corner

by Keith McPherson

Is it summer yet? This May, we've seen everything from overnight frost advisories to daytime highs approaching 90°F. Looking outside on this Memorial Day weekend, I'm confident that we're set for a great summer flying season! As is typical in warmer weather, summer brings with it hazy visibility, thunderstorms, and higher density altitudes. Remember to be diligent with your weather planning, weight and balance, and be sure to do a pre-takeoff check using the REACT memory aid.

The REACT check helps pilots identify potential problems during the takeoff roll and decide whether to abort (stop) or continue the flight. It serves as a sequence of "go/no-go" gates as the aircraft accelerates down the runway. For more information, check out:

<https://pilotworkshop.com/tips/react/>

Last but definitely not least, our Fleet is at 100% strength!! Congratulations to Chip and the maintenance team for completing 06M's engine overhaul on schedule as well as the Service Bulletin on 35M! Other than routine 100-hours and oil changes, all aircraft should be online and available to schedule – so GET OUT AND FLY!

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!!!

- Sebastian Sweet – Certified Flight Instructor Airplane – May 5<sup>th</sup>, 2026
- Joe Vargo - Instrument Rating – May 21<sup>st</sup>, 2026

## General Club Meeting

The Condor Aero Club will meet on **Tuesday June 2<sup>nd</sup> 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!

***This month's meeting will be held in 4SP's hangar, please bring a chair!***

## 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 1<sup>st</sup> to March 31<sup>st</sup>, 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](mailto: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

## Condor Board

*President*

Keith McPherson  
(412) 853-3792  
[keithmac89a@gmail.com](mailto:keithmac89a@gmail.com)

*Vice-President*

Kip Sobel  
(412) 848-2333  
[kipsobel@gmail.com](mailto:kipsobel@gmail.com)

*Secretary*

Dorothy Meeder  
(724) 776-1475  
[cmeeder@zoominternet.net](mailto:cmeeder@zoominternet.net)

*Treasurer*

Robert Beck  
(412) 997-8400  
[robert.beck@mallardtrace.com](mailto:robert.beck@mallardtrace.com)

*Membership*

Cindy Smith  
(724) 841-9679  
[chindy95@yahoo.com](mailto:chindy95@yahoo.com)

*Maintenance/Hangars*

Chip Vignolini  
(412) 215-1225  
[chipvig@gmail.com](mailto:chipvig@gmail.com)

*Chief CFI*

Chris Wohlgemuth  
(724) 759-3166  
[chrishwohlgemuth@gmail.com](mailto:chrishwohlgemuth@gmail.com)

*Programs*

Ed Sattely  
(724) 816-1290  
[edsattely@hotmail.com](mailto:edsattely@hotmail.com)

*Safety*

Chris Vermilya  
(412) 627-3261  
[vermilyacd1@gmail.com](mailto:vermilyacd1@gmail.com)

## Condor Instructors

Chief Flight Instructor  
Chris Wohlgemuth  
724.759.3166  
[chriswohlgemuth@gmail.com](mailto:chriswohlgemuth@gmail.com)

Rick Aulicino  
412.952.2380  
[bluepilot78@gmail.com](mailto:bluepilot78@gmail.com)

Cheyenne Caporosso  
724.544.8331  
[cheyseik@gmail.com](mailto:cheyseik@gmail.com)

Alan Connor  
412.969.3820  
[adcst12@gmail.com](mailto:adcst12@gmail.com)

Dennis Costa  
412.676.8667  
[costadj20@gmail.com](mailto:costadj20@gmail.com)

Mike Finke  
217.621.0599  
[mfinke@att.net](mailto:mfinke@att.net)

Brian Garland  
724.825.2935  
[beardoo@msn.com](mailto:beardoo@msn.com)

Maddie Golden  
330.957.7399  
[maddiegolden04@gmail.com](mailto:maddiegolden04@gmail.com)

Greg Jarosz  
412.606.1437  
[jaroszjz@gmail.com](mailto:jaroszjz@gmail.com)

Joe Larsen  
603.686.1490  
[josephlarsen@gmail.com](mailto:josephlarsen@gmail.com)

Keith McPherson  
412.853.3792  
[keithmac89a@gmail.com](mailto:keithmac89a@gmail.com)

Trenton Seik  
724.944.3508  
[trentonseik05@gmail.com](mailto:trentonseik05@gmail.com)

Christine St. Onge  
412.427.5386  
[chrisc17b@aol.com](mailto:chrisc17b@aol.com)

Sebastian Sweet  
724.674.4356  
[s.sweet8523@gmail.com](mailto:s.sweet8523@gmail.com)

Jake Vagias  
724.368.3659  
[ikvpav@zoominternet.net](mailto:ikvpav@zoominternet.net)

Chris Vermilya  
412.627.3261  
[vermilyacd1@gmail.com](mailto:vermilyacd1@gmail.com)

JR Vickerman  
724.321.7697  
[velo-one@outlook.com](mailto:velo-one@outlook.com)

Tim Weber  
412.600.6714  
[mugseybt39@hotmail.com](mailto:mugseybt39@hotmail.com)

Brandon Wood  
724.986.5721  
[brandwood429@gmail.com](mailto:brandwood429@gmail.com)

Mike Woods  
412.478.3660  
[mike.woods.pittsburgh@gmail.com](mailto:mike.woods.pittsburgh@gmail.com)

# From the Right Seat

by Chris Wohlgemuth



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.

When conducting aircraft checkouts and flight reviews, CFIs find pilots of all experience levels struggling with the go-around and bailed landing. Some of our own CFIs have seen pilots almost stall the airplane on a bailed landing and have had to intervene. This is an emphasis item and hot topic for students and members they fly with, and you will see more on this.

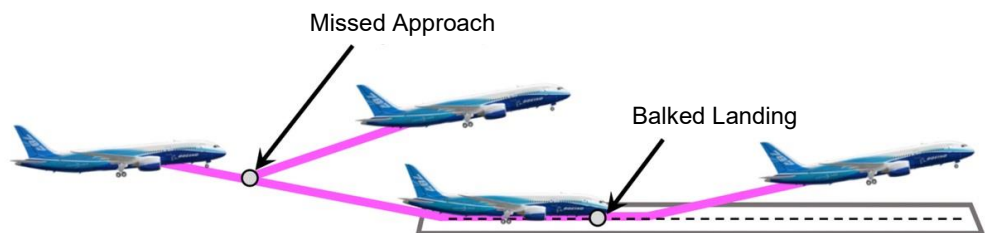
Go Around: a rejected landing during an approach where the flight path transitions from an approach to a takeoff. The airplane is above  $V_x$ , and can readily begin climbing out

Bailed Landing: a rejected landing during the flare or touchdown at a low energy state where the airplane needs to gain energy before taking off again. The airplane is below  $V_x$  and must accelerate in ground effect first, like a soft field takeoff. (Commonly a recovery from a porpoise or a student pilot about to overly test the structural integrity of the pavement and landing gear struts.)

While instrument pilots practice missed approaches ad nauseum, go arounds are rarely practiced, with bailed landings even more rare. Common errors I've noticed:

- Improper sequence of events - the pilot raises the flaps first before adding power or initiates a climb attitude without adding power, bleeding off airspeed.
- Omission - the pilot forgets to climb, or forgets to clean up the airplane. At its worst, they forget how to go around entirely.
- Bailed landing: does not lower the nose to increase airspeed in ground effect to accelerate to  $V_x$ , nevermind  $V_y$ .
- Not going around - the pilot thinks floating halfway down the runway is okay and eats up landing distance.

When we practice stall recoveries, the same procedure we use to recover from a stall carries over to a go-around/bailed landing. A go around is essentially an inflight takeoff: go full power, pitch for  $V_x$  (which in the case of the bailed landing may require pitching down), and raise the first notch of flaps to reduce drag. Then check positive rate with airspeed, altimeter, and VSI before raising the landing gear (Arrow) and/or the second notch of flaps. Cessnas need cleaned up to flaps 10. Pipers are approved to take off at flaps 25 so they can stay there until accelerating to  $V_y$ , when all fleets will clean up to flaps up.



## Memorial Day Spotlight

As we gather this Memorial Day, we pause to honor the brave men and women who gave their lives in service to our country. We extend our deepest gratitude to the families within our club and aviation community who carry the legacy of these fallen heroes every day.

Their sacrifice secured the freedoms we enjoy both on the ground and in the skies above. This Memorial Day, we remember them with respect, gratitude, and unwavering appreciation. To all families and loved ones of the fallen, thank you. We honor your sacrifice and will never forget.



## 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!

- Sam Michel
- John Luke
- Andrew Stephanick

## 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) - \$155  
N62104 (C172P) - \$155  
N684SP (C172S) - \$160  
N2806M (P28A) - \$160  
N1963T (P28R) - \$180  
N4335M (P28B) - \$185

Off field fuel reimbursement:  
\$7.05/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

May 2026

Chip Vignolini – (412)215-1225  
[chipvig@gmail.com](mailto: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.



## Apr Completed Maintenance:

### GPS Databases on all Aircraft:

Completed successfully

### N341FC:

### N96573:

50hr oil change/inspection, replaced NLG tire tube, all 8 spark plugs replaced w/new, aircraft detailed.

### N62104:

### N684SP:

50hr oil change/inspection

### N2806M:

Completed engine installation and 10hr break-in, 10hr oil change/inspection, replaced thru bolt for sun visors. Trim AP servo was overhauled, and made adjustments to correct the 10degrees left of course issue.

### N4335M:

Started piston pin and cap replacement

### N1963T:

50hr oil change/inspection, turn coordinator was replaced with overhauled unit.



## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

## May Planned Maintenance:

### GPS Databases on all Aircraft:

### N341FC:

100hr/annual

### N96573:

100hr/annual

### N62104:

100hr/annual

### N684SP:

### N2806M:

### N4335M:

Complete piston pin and cap replacement, RTS

### N1963T:

50hr oil change/inspection

### Time Remaining on 100hr/Annual: (As of 05/25)

N96573 = 0

N62104 = 76.2

N341FC = 0

N684SP = 19.0

N2806M = 26.8

N4335M = 62.1

N1963T = 14.7

## 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 its 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.

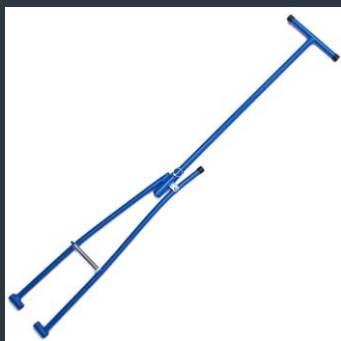
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

Please be sure to look at them prior to 'pre-flighting' 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
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	6.4	44.4	25.4	46.4	23.4	25.2	13.3	20.3	2.3	42.0	8.2	215.0	80.4
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
<b>TOTAL</b>	<b>141.5</b>	<b>93.0</b>	<b>132.0</b>	<b>37.9</b>	<b>402.1</b>	<b>182.7</b>	<b>499.1</b>	<b>226.7</b>	<b>224.9</b>	<b>59.7</b>	<b>129.5</b>	<b>42.8</b>	<b>377.6</b>	<b>112.6</b>	<b>1954.4</b>	<b>737.2</b>

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
APR	30.0	14.8	29.7	15.0	38.6	15.8	40.3	26.0	24.0	7.1	0.0	0.0	12.0	0.0	174.6	78.7
<b>TOTAL</b>	<b>83.8</b>	<b>45.7</b>	<b>66.8</b>	<b>31.1</b>	<b>121.0</b>	<b>53.2</b>	<b>118.6</b>	<b>63.5</b>	<b>55.0</b>	<b>19.2</b>	<b>21.1</b>	<b>4.5</b>	<b>45.7</b>	<b>8.3</b>	<b>512.0</b>	<b>225.5</b>
% Instr/YTD																
		55		47		44		54		35		21		18		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
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
<b>TOTAL</b>	<b>8.0</b>	<b>6.0</b>	<b>17.0</b>	<b>17.5</b>	<b>33.0</b>	<b>8.0</b>	<b>41.0</b>	<b>136.7</b>

#### 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
APR	3.0	1.0	3.0	1.0	2.0	0.0	0.0	10.0
<b>TOTAL</b>	<b>4.0</b>	<b>3.0</b>	<b>6.0</b>	<b>4.0</b>	<b>4.0</b>	<b>1.0</b>	<b>3.0</b>	<b>25.0</b>

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:

May flying picked up to 174.6 hours, and 78.7 hours (~47%) were instruction.

We accomplished two big projects, the engine replacement on N2806M and the piston pin/cap replacement SB on N4335M.

We have also been able to take advantage of some of the bad weather and completed 100hr's on N62104, N341FC, and wrapping up this week N96573.

We are doing our best to coordinate around member reservations to minimize the impact to our members. I really appreciate your patience and support on switching to other aircraft, etc. as we work through maintenance.

### General 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.

### N684SP:

Nothing new to report.

### N341FC:

Co-Pilot PTT issue has finally been snuffed out.

We first found a loose switch, and an intermittent issue. We proceeded to tighten everything up, which seemed to resolve the issue. A few days later it was reported again, so this time we replaced the switch is a generic switch, thought everything was good, but it was still intermittent, so we finally replaced the switch with a specific PTT switch.

You may ask, why didn't we just do that from the beginning, but the generic switch was only \$14.00 compared to the \$75.00 PTT one. Ultimately, we're trying to do everything possible to keep our maintenance costs down.

The 100hr/annual is complete, significant repairs went into the cowling light brackets. They were able to have all the pieces welded vs. replaced which again saved thousands of dollars.

### N62104:

Completed 100hr/annual, with no major issues. The LH MLG tire and tube was replaced due to the flat spots. Just a reminder, please keep your heels on the floor when landing and let the aircraft roll out to slow down, resist the urge to jump on the brakes to make the closer exit ramp.

### N96573:

Completed 50hr oil change/inspection, replaced NLG tire tube, all 8 spark plugs replaced w/new, aircraft detailed.

Started 100hr/annual, we hope to have it wrapped up and back online by the time you read this.

### N2806M:

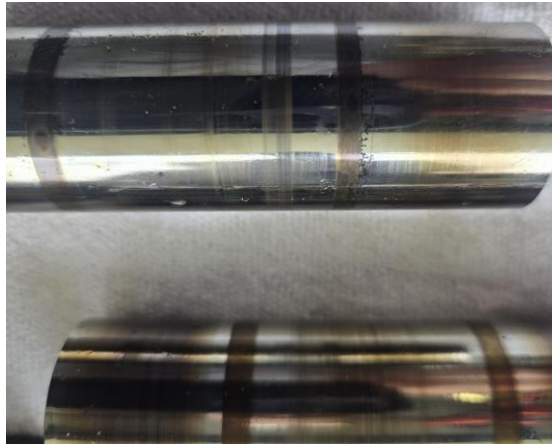
Currently still under flight restrictions, but I hope to have them lifted by the time you read this. Only a couple hours remaining for the break-in period.

### N4335M:

Completed piston pin and cap replacement. This was a significant amount of work; all cylinder heads have to be removed. Which means all baffling, intake/exhaust pipes, plug wires, etc. needed to be removed just to gain access to the cylinder heads.

Surprisingly, there was a significant amount of visible wear on the piston pins, and even some gouging.

Please keep in mind we're not in the habit of removing cylinders with only 150hrs TIS, so there are limited examples of what's normal, but it was 'more' than expected.



Regardless, I think it was a good decision to replace them now and have everything ready for the summer/fall flying season.

We were on the first order of replacement parts from Lycoming and Ben's team completed the repairs quickly once they arrived.

### N1963T:

Completed 50hr oil change and inspection, replaced turn coordinator with overhauled unit. No other issues or concerns found.

### Hangars:

Nothing new to report.

### 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 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](mailto:chipvig@gmail.com)

**Supporting Links:**

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

May 5<sup>th</sup>, 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 call the May 2026 Condor Aero Club meeting to order at 7:30pm.

He recognized Chris Madonivich for letting us use the Zelianople Corporate Hanger for our meetings going forward.

Membership stood for the recitation of the Pledge of Allegiance.

He then thanked all the volunteers for the Spring Cleaning of the planes and hangers on April 11, 2026. Also thanked JP and Cindy for preparing the food for social.

Keith asked for any visitors. There were several new attendees.

He thanked/welcomed Cindy into the role of taking meeting minutes for tonight's meeting.

### MINUTES

Glenn Kaiser moved and Chris Cockroft seconded, "the April Condor Aero Club Minutes are approved". Motion Carried.

### READINGS

1<sup>st</sup>: Dan Wright, Evan Staker, Joe Michel

2<sup>nd</sup>: Sam Michel, John Luke, Andrew Stephanick

### TREASURER'S REPORT

#### **For the one-month period ended April 30, 2026**

#### **Cash \$108,748.14:**

Operating Account: \$36,666.61

Money Market Account: \$72,081.53

#### **Accounts Receivable \$18,428.79:**

Members: \$17,324.41

Hangar Tenants: \$990.00

Other: \$114.38

#### **Prepaid Member Accounts Balance: \$111,440.63**

#### **Prepaid Hangar Tenant Accounts Balance: \$3,850.00**

#### **Scholarship Fund Balance: \$3,436.88**

**Loans Payable \$120,285.49:**

Line of Credit: \$0.00

N341FC: \$120,285.49

<b>STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS</b>	
<b>For the one-month period ended April 30, 2026</b>	
	<b>AMOUNT</b>
<b>BEGINNING CASH ACCOUNTS BALANCE</b>	<b>\$ 96,912.50</b>
<b>RECEIPTS</b>	
Hangar Rent	\$ 6,050.00
Interest Income	203.52
Member Payments	27,396.56
<b>TOTAL RECEIPTS</b>	<b>\$ 33,650.08</b>
<b>DISBURSEMENTS</b>	
Aircraft Maintenance	\$ 8,394.59
(N1963T)	4,238.86
(N2806M)	775.00
(N684SP)	3,380.73
Capital Improvements (Security System)	2,300.00
Cleaning and Maintenance	150.00
Fuel (Aircraft)	4,487.90
Lease (Land)	938.38
Loan Payment (N341FC)	1,999.28
Meeting Expense (Social)	250.43
Nonemployee Compensation (Accounting and Banking)	225.00
Nonemployee Compensation (Maintenance Director)	450.00
Nonemployee Compensation (Secretary)	300.00
Refund (Membership Change)	1,760.49
Supplies (Pilot Lounge)	167.15
Utilities	391.22
<b>TOTAL DISBURSEMENTS</b>	<b>\$ 21,814.44</b>
<b>EXCESS OF RECEIPTS OVER DISBURSEMENTS</b>	<b>\$ 11,835.64</b>
<b>ENDING CASH ACCOUNTS BALANCE</b>	<b>\$ 108,748.14</b>

Mike Wood moved and Ahmed Reza seconded, "the Condor Aero Club Treasurer's Report is accepted". Motion Carried.

MAINTENANCE REPORT

Pistons pins were replaced in the Dakota. Multiple questions were asked and everyone was glad maintenance is ahead the Airworthiness Directive.

Oil analysis is being done on 63T via Blackstone. Discussion regarding whether to keep (due to it being a complex aircraft) or sell and purchase something different since for the commercial rating you can have a TAA not necessarily a Complex endorsement. Keith stepped in and explained some factors in the decision-making process.

06M has flight restrictions until 25-hour engine break-in is complete

An Avionics Log should be in glove compartments of each plane and should be used to check for a current VOR check.

Please have courtesy and keep planes out of the taxiway chute.

## CHIEF FLIGHT INSTRUCTOR

Chris W explained that the Arrow is a 200B, essentially an Arrow I with an upgraded panel

Chris W also has implemented new checklist for the Arrow. He is working on doing one for each of our planes.

## OTHER

Robert updated the membership on the Charter & Operating Rules and Bylaws. The board to have their submissions to him by May 15, 2026. The membership will then have it for a formal review for forty days. The board will then have sixty days, to determine the Operating Rules.

Robert informed the membership of the Lewis scholarship and that a committee will be determining how to disposition the funds. It will also be determined how candidates will apply; this is due to the board by June 2, 2026.

The Condor 70<sup>th</sup> Anniversary Jubilee is next year, 2027. This will be a celebration for all our members. Recognizing the past, present, and future. Dorothy and Cindy will start collaborating and if you would like to assist, please let them know.

## PROGRAM

Ed did the program on the traffic pattern. The definition of "up wind" has been changed in the AIM. It has been re-defined at the departure leg. Use clear communication when making your calls: "departure upwind" vs "midfield upwind". Keep your head on a swivel as some aircraft at the Zelenople field do not have radios.

Keith announced the Zelenople Corporate Hanger Open House is June 13, 2026 at 4pm. All Condor members are cordially invited. He will send out the RSVP soon.

## ADJOURNMENT

Dan Wright moved and Cindy Smith seconded, "The May meeting of the Condor Aero Club is adjourned". Motion Carried