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*Photo Credit: Dan Cox*

What AirVenture 2026 Tells Us About the Future of General Aviation

Every summer, more than 600,000 aviation enthusiasts descend on Wittman Regional Airport in Oshkosh, Wisconsin, for what can only be described as aviation's greatest family reunion. EAA AirVenture isn't just the world's largest fly-in, it's where the aviation industry gives us a glimpse into the future.

For one week, the newest aircraft, avionics, safety technologies, and pilot tools all share the same ramp with beautifully restored warbirds, vintage taildraggers, homebuilts, and everything in between. It's a reminder that while aviation continues to evolve, its roots remain firmly planted in the passion of pilots.

So, what stood out this year, and what does it mean for the rest of us here at Condor?

One of the biggest themes at AirVenture 2026 was the continued evolution of cockpit technology. Every major avionics manufacturer showcased improvements that make information easier to interpret, reduce pilot workload, and improve situational awareness. Whether it's more capable autopilots, enhanced traffic displays, smarter engine monitoring, or improved weather visualization, the goal isn't to fly the airplane for you, it's to help you make better decisions. That's an important distinction. The best technology in the world still depends on a proficient pilot behind the controls.

If there was one word that echoed throughout Oshkosh this year, it was safety. Manufacturers, instructors, and aviation organizations all emphasized reducing pilot workload, improving decision-making, and creating multiple layers of protection. Everything from angle-of-attack indicators to better traffic awareness systems and more intuitive avionics reflects an industry focused on preventing accidents before they happen.

Perhaps the most encouraging sight wasn't a new airplane, it was the people walking the flight line. Thousands of student pilots, Young Eagles participants, aviation students, and families packed the grounds all week. Flight schools reported strong interest, aviation colleges showcased growing enrollment, and youth-focused programs were busier than ever.

Beyond the technology and product announcements, AirVenture still offers something no piece of equipment ever can: inspiration. Watching a formation of warbirds overhead, seeing a child climb into an airplane for the first time, or simply spending an evening talking airplanes with complete strangers reminds us why this community is so special.

As another AirVenture comes to a close, one message is clear: general aviation is healthy, innovative, and looking toward the future. One thing remains constant: the joy of lifting off the runway on a beautiful summer evening is exactly the same today as it was generations ago. And that's something worth celebrating.



Leadership Corner

by Keith McPherson

It's continuing to be a busy summer for Condor! With the nice summer weather and all seven aircraft available on the schedule, it's been great to see our fleet in the air! We've also been greeting new members into the Condor family – both rated pilots as well as those who chose to pursue their certificate/rating in the more relaxed environment of a club setting. Welcome!

Outside the cockpit, we've established the framework for member-led committees to help capture your thoughts when it comes to important decisions such as revisions to our Charter and Operating Rules, Scholarship Programs, and Fleet Strategy to name a few. These committees have been actively meeting, so if you're contacted by a team member, please share your ideas and preferences. Each committee will consolidate their findings to make a recommendation to the Board. Look for updates at future monthly meetings and in the newsletter. If you're interested in participating on a committee, please reach out to a Board member as we'd like to continue this process as future challenges arise.

Finally, the best event of the summer is our annual Picnic and Corn Roast! Condor holds this event each August in place of the regular membership meeting. This year, we'll be at the Zelenople Community Park on Saturday, August 1st, starting at 2PM. Based on the high number of RSVPs, we're looking forward to a great event. See you there!

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!!!

- Kristen Malinko – Private Pilot Airplane – June 25th, 2026
- Paul Smith – First Solo – June 1st, 2026
- Ahmed Reza – Certified Flight Instructor Airplane – June 2026

General Club Meeting

The Condor Aero Club will NOT meet in August due to the Annual Summer Picnic and Corn Roast. Please join us on **Saturday August 1st at 2pm!**

We will again meet at the Zelenople Community Park. Please find details in the evite link that was sent out.

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!

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

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.

Every pilot has heard the saying, "A good landing starts with a good approach." I'd argue that an even better flight starts long before the engine ever turns over.

Walk down any ramp and you'll see pilots spending time checking fuel, sumping tanks, inspecting tires, and making sure the airplane is ready to fly. We all know the importance of a thorough preflight. But there's another preflight that deserves just as much attention, the one that happens between your ears.

General aviation accidents are rarely caused by a single catastrophic failure. More often, they're the result of a series of small decisions that slowly stack up until there's nowhere left to go. The weather wasn't quite as good as expected. We skipped one checkpoint because we were running late. We pressed on because "it's probably fine." Before long, we've painted ourselves into a corner.

The best pilots aren't necessarily the ones with the most hours. They're the ones who recognize these situations early and change the plan before the situation changes it for them. Before your next flight, ask yourself a few simple questions:

- What could make me cancel this flight?
- What would make me turn around?
- Where is my out if things don't go as planned?
- Am I flying because it's safe, or because I really want to get somewhere?

Those answers are much easier to make sitting in the clubhouse with a cup of coffee than they are while bouncing around at 3,000 feet trying to salvage Plan A.

One habit that many pilots use, and one that's just as valuable in general aviation, is setting personal minimums. Maybe you decide before departure that if the ceiling drops below your comfort level, you'll divert. Perhaps you establish a firm fuel reserve that's greater than the legal minimum. Maybe you decide that if you're not stabilized by 500 feet AGL, you're going around. The important part is making those decisions before emotion gets involved.

Flying is one of the few activities where changing your mind should be viewed as a success, not a failure. As instructors, we often remind students that the safest pilot isn't the one who can recover from every bad situation, it's the one who never puts themselves there in the first place.

At Condor, we're fortunate to have pilots with thousands of hours sharing the ramp with members who just earned their certificate. Regardless of experience level, every flight offers another opportunity to sharpen judgment, refine decision-making, and learn something new.

The next time you climb into one of our club airplanes, don't just preflight the aircraft. Preflight the pilot.

It might be the most important inspection you perform all day.

Member Spotlight – Meet Ryan Kozlowski!

What certificates/ratings do you hold?

I have my PPL

How many hours do you have?

About 160h

How long have you been flying?

I started flying in December of 2024, so about 1.5 years

When did you join Condor?

January of 2026

What prompted you to look skyward?

I hit a point where I was bored and wanted to try something new. Always was interested in aviation since I was a kid and seemed like a good time to start.

What is your favorite part of flying?

Not sure how to word this but everything about it feels so cool. Something really clicked after my first solo and I got sucked in after that.

What is your next aviation goal?

Working on instrument rating right now

What is your favorite aircraft?

Definitely N684SP

Any words of wisdom to share?

Not yet haha, still a bit too new to think of anything



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

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!

- Stephen Lukasik
- Michael Zebley

Upcoming Events

Mark your calendars for these upcoming aviation events!

- Condor Annual Picnic & Corn Roast – Saturday August 1st at 2pm
 - Zelenople Community Park – Shelter #2 (Rotary)
 - Bring a covered dish to share
 - Please RSVP via the Evite email you received from Cindy
- 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](#)

July 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.



Jun Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N341FC:

N96573:

N62104:

completed 50hr oil change/inspection

N684SP:

completed 100hr/annual. Replaced pilot side seat back assembly w/new, replaced both aft seat belt harnesses w/new, replaced LH and RH brake linings, replaced rudder bottom cap

N2806M:

N4335M:

N1963T:

Clubhouse:

Printer black ink cartridge replaced

All 4digit codes have been programmed, and a new code keypad installed. We may install a new door strike prior to locking the main handle.

Hangars:

Roofer scheduled to repair ridge cap, and address loose or broken screws.

Jul Planned Maintenance:

GPS Databases on all Aircraft:

N341FC:

50hr oil change/inspection

N96573:

100hr/annual

N62104:

100hr/annual

N684SP:

50hr oil change/inspection

N2806M:

50hr oil change/inspection

N4335M:

100hr/annual

N1963T:

100hr/annual

Time Remaining on 100hr/Annual: (As of 07/28)

N96573 = 23.4

N62104 = 84.4

N341FC = 38.6

N684SP = 73.2

N2806M = 54.0

N4335M = 6.8

N1963T = DUE NOW

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 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.

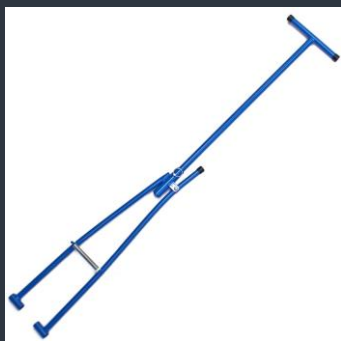
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

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
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
TOTAL	141.5	93.0	132.0	37.9	402.1	182.7	499.1	226.7	224.9	59.7	129.5	42.8	377.6	112.6	2011.4	737.2
% Instr/YTD	66		29		45		45		27		33		30		37	
% Instr/Current Mor	73		48		48		59		#DIV/0!		0		35		42	

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
MAY	27.8	10.8	44.3	14.8	72.0	30.7	29.0	8.2	11.5	7.1	13.3	5.3	29.7	2.4	227.6	79.3
JUN	37.2	12.1	19.2	3.6	65.5	31.5	46.8	24.8	12.5	3.7	22.1	2.0	40.8	8.3	244.1	86.0
TOTAL	148.8	68.6	130.3	49.5	258.5	115.4	194.4	96.5	79.0	30.0	56.5	11.8	116.2	19.0	983.7	390.8
% Instr/YTD	46		38		45		50		38		21		16		40	
% Instr/Current Mor	33		19		48		53		30		9		20		35	

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
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
APR	3.0	1.0	3.0	1.0	2.0	0.0	0.0	10.0
MAY	1.0	2.0	2.0	1.0	2.0	1.0	1.0	10.0
JUN	3.0	0.0	3.0	2.0	1.0	2.0	2.0	13.0
TOTAL	8.0	5.0	11.0	7.0	7.0	4.0	6.0	48.0

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:

Jun flying picked up to 244.1 hours, and 86.0 hours (~35%) were instruction. This is our highest month this year, and a great balance of training vs. cross country overnight trips.

As flying hours pick up so does our required maintenance. I'm doing my best to minimize the impact to member reservations and really appreciate all your support and patience as we shuffle planes around.

Please remember to send my any long cross-country trip plans and scheduled check-rides. This helps in planning the scheduled maintenance around these activities.

Leaving as a reminder this month.

Every member, has the ability to impact our maintenance costs and operating costs.

While flying, leaning the engine helps with fuel burn, and keeps your plugs clean, ultimately reducing costs.

Not slamming doors, breaking hinges/latches, cleaning the interior post flight, letting the cessna windows slap open on their own (should always hold the handle while opening).

Being cautious while landing, ensure your heels on the floor, so you don't accidentally have the brakes engaged while landing or braking too hard, turning aggressively to hit an exit ramp after landing, all impact potential flat spots and wear on brake linings.

I mentioned during the meeting that a simple Tire replacement including a tube and labor is **~\$650.00!**

We all want lower hourly rates, so we ALL should be doing everything we can to reduce our maintenance and operating costs.

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 (this continues to be an issue)! 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!

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:

completed 100hr/annual. Replaced pilot side seat back assembly w/new, replaced both aft seat belt harnesses w/new, replaced LH and RH brake linings, replaced rudder bottom cap.

N341FC:

Nothing to report.

N62104:

50hr oil change and inspection completed. No issues found and RTS. We were able to upgrade the sun visors to the ROSEN see thru visors. It's a small upgrade but makes a big difference.

Please take extra care in adjusting them. They are just lexan and will crack or break if stressed.

N96573:

We were able to upgrade the sun visors to the ROSEN see thru visors. It's a small upgrade but makes a big difference.

Please take extra care in adjusting them. They are just lexan and will crack or break if stressed.

N2806M:

Nothing to report

N4335M:

Nothing to report

N1963T:

No maintenance issues to report, however I have a couple reminders since.

The analog clock needs winding before each flight. I typically try to keep up with it when during the GPS database updates. But if you see the clock isn't working simply turn the knob to clockwise to wind the mechanism. Push the knob in to adjust the clock.

YES, I know this is old school and many of our new members never had a Timex that needed wound to run, but that's what we have in 63T.

Gear down and locked lights. Please remember, if you don't see the indicator lights on, check the instrument lighting rheostat switch. If its on, the gear down bulbs are dimmed and tough to see in the daylight.

Hangars:

Roof repairs will be taking place in July.

I would like to thank **Bob Belsterling**, for providing the decals. He's done this for us on multiple occasions and has never accepted any payment. **THANK YOU!! Its greatly appreciated!**

Clubhouse:

Black ink was replaced in the printer.

We have also addressed the issue with the door sticking and the strike plate appears to be working much better.

I have everyone's unique four digit access codes programmed. And the keypad has been swapped for a black version making the lights easier to see in the direct sunlight.

So we're a go to change the primary lock, and all entry will require the use of the electronic keypad (tentative switch will be 8/1). The old code of 1229, will remain in place for ~30 days, removed tentatively on 9/1, or sooner based on adoption rates.

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:

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

July 7th, 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 July 7, 2026 Condor Aero Club meeting to order at 7:30pm. The president asked the members and guests that were able to stand to please rise for the Pledge of Allegiance. The visitors and guests were then requested to stand and introduce themselves. Doug Snyder, Brian Potts, Steve Sund, and Jim Paxton.

Minutes

Fred Gropp moved and Cheyenne Caporosso seconded, "The June 2026 Condor Aero Club Regular Meeting Minutes are approved."
-Motion carried.

Readings:

1st: Alex Libell, Richard, Peyton Start, Andrew Lageman, Andrew DeVries
2nd: Stephen Lukasik, Michael Zebley

Membership:

Robert reported the current number of Condor members by membership class as:

4 – college members, 139 – full flying members, 7 Honorary, 3 – immediate family, 48 – social, 1 – youth

Jeff Kuzma wanted to know if we were still accepting member applicants and if there was a waitlist. Robert responded that we are accepting new applicants and presently there is no waitlist.

See Treasurer's Report on Following Page

Maintenance Report

Chip Vignolini read the maintenance report. For more detailed information and upcoming maintenance, please refer to the Condor Aerogram.

We flew 244.1 hours last month, which was good! Better than last year which was 181.1. July maintenance will be N62104 100 hr, N341FC will need 50hr, and N1963T will have the 100hr inspection.

Chip informed the membership that the new codes to access the Lounge have been setup. Each member will have a unique door code as discussed. If you would like to change your code, please let Chip know. In 30 days, the legacy code will be eliminated.

Flight Instruction:

Keith spoke for Chris W. and announced that Condor has three new flight instructors. Sebastian Sweet, Trenton Seik, and Ahmed Reza. There are currently seven instructors that will take on new students and seven that will take on pilots that want to acquire additional ratings.

Jan Lewis Scholarship Fund

Robert reported the Scholarship Committee's (Joe Sanfilippo, Jake Vagias, and Glenn Kaiser) initial recommendation is the scholarship awards be outcome-based. An example is the successful completion of a checkride where the program reimburses the member for the DPE cost. The committee continues its work and anticipates a revised program-level recommendation by the next meeting.

Treasurer's Report:

OVERVIEW			
As of June 30, 2026			
Cash		\$	112,710.03
Operating Account	\$	28,288.32	
Money Market Account	\$	84,421.71	
Accounts Receivable		\$	7,005.48
Members	\$	7,005.48	
Hangar Tenants	\$	0.00	
Prepaid Member Accounts Balance		\$	108,368.61
Prepaid Hangar Tenant Accounts Balance		\$	3,150.00
Scholarship Fund Balance		\$	3,436.88
Loans Payable		\$	117,732.70
Line of Credit	\$	0.00	
N341FC	\$	117,732.70	

STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS			
For the one-month period ended June 30, 2026			
BEGINNING CASH ACCOUNTS BALANCE		\$	91,837.56
RECEIPTS			
Hangar Rent		\$	2,310.00
Interest Income		\$	173.18
Member Payments (Aircraft, Dues, Initiation, Insurance, Prepayments)		\$	49,557.57
TOTAL RECEIPTS		\$	52,040.75
DISBURSEMENTS			
Aircraft Maintenance		\$	16,246.38
(N2806M)	\$	300.00	
(N341FC)	\$	8,567.09	
(N62104)	\$	4,652.79	
(N96573)	\$	2,726.50	
Cleaning and Maintenance		\$	150.00
Fuel (Aircraft)		\$	8,577.03
Insurance (Directors' and Officers' Liability)		\$	1,288.00
Lease (Land)		\$	938.38
Loan Payment (N341FC)		\$	1,999.28
Meeting Expense (Committee)		\$	54.00
Meeting Expense (Social)		\$	208.53
Member Expenses (Landing Fees)		\$	18.84
Nonemployee Compensation (Accounting and Banking)		\$	225.00
Nonemployee Compensation (Maintenance Director)		\$	450.00
Nonemployee Compensation (Secretary)		\$	300.00
Repairs and Maintenance (Hangar)		\$	168.59
Security Expense (Fire Alarm)		\$	37.50
Supplies (Pilot Lounge)		\$	89.70
Technology Expense (Website)		\$	191.88
Utilities		\$	225.17
TOTAL DISBURSEMENTS		\$	31,168.28
EXCESS OF RECEIPTS OVER DISBURSEMENTS		\$	20,872.47
ENDING CASH ACCOUNTS BALANCE		\$	112,710.03

Additional discussion:

There were no questions asked.

Jeff Kuzma moved and Tyler Boyd seconded, "The Condor Aero Club Treasurer's Report is accepted". - Motion Carried.

Summer Picnic / Corn Roast

Cindy Smith verified that the guests and visitors had signed in. We are excited to the picnic on August 1st at Zelienople park. It will be at starting at 2pm at the Rotary Shelter #2. We will have burgers and dogs, along with asking members to bring a side dish. If you have not RSVP'd please do so by July 18th or see me this evening. Cindy also said that there would be more news on the Jubilee at the September meeting.

Charter and Operating Rules

Robert reported on the progress being made by the Charter and Operating Rules Committee (Greg Jarosz, Jake Vagias, Mike Finke, and James "Jay" McBride). Each committee member has advised the Board of recommended changes to the documents including the separation of the documents into 3; Charter, Bylaws, and Operating Rules. Review and revision efforts continue, broader socialization of the documents with membership will start, and the Charter and Bylaws are planned to be presented at the September membership meeting for ratification.

Draggin' Tails Partnership

Kip Sobel reported on the pending partnership with Draggin' Tail Pilots club to enable active Condor members to obtain their Tailwheel endorsement. Each Condor member would have up to 90 days to obtain their endorsement. Obtaining a Tailwheel Endorsement is a lot of fun and makes for a safer pilot.

Fleet Strategy

Keith discussed the broad cross section of members who are participating on this committee. There are fourteen participants in four working groups. The groups are Group A – Utilization & Data, Group B – Cost & Financial Analysis, Group C – Fleet Mix & Strategy, and Group D – Maintenance & Reliability. The groups intend to have their initial reports back to the overall committee at the next meeting planned for August 15th. A survey for members to complete will likely come out to elicit feedback on the fleet.

Program

Ed did a program on density altitude. The density altitude this past week was at 3200. We stay 20 nautical miles away from thunder storms. He highly recommends private pilots to get your instrument rating. It will only make you a better pilot. Remember: Spatial disorientation is a real thing! Have personal minimums. We are our brother's keeper.

Keith announced that John was going to have shaved ice at the picnic. If anyone could please help him, it would be much appreciated.

Adjournment

Dan Cox moved and Glenn Kaiser seconded, "The July meeting of the Condor Aero Club is adjourned". -Motion Carried