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*Photo Credit: Chris Vermilya*

The Traffic We Don't See: A Reminder From Carlisle

There are some aviation stories that make us stop and think, 'That could have been us.'

The August 19 collision near Carlisle, Pennsylvania, is one of those stories. A Cessna 150 and a Pennsylvania State Police Bell 407 helicopter collided near Carlisle Regional Airport. The airplane pilot was killed, while the two occupants of the helicopter survived. The FAA and NTSB are investigating, and we don't yet know exactly what caused the accident.

We don't need to know the cause, however, to take something away from it.

For general aviation pilots, one of the oldest challenges is still one of the most important: seeing other aircraft. We are taught to build a mental picture of what traffic should look like. We're looking for the Cessna in the pattern, listening for radio calls, watching our ADS-B display. But the sky doesn't always cooperate.

A helicopter may approach from an unexpected direction (remember possible right patterns, including at KPJC). An aircraft may not appear on ADS-B. Someone may be transitioning through the area rather than entering the pattern. And sometimes, despite everyone's best efforts, two pilots simply don't see each other. That's why "see and avoid" isn't one task. It's a continuous process: Look. Listen. Predict. Verify. Repeat.

Today's cockpits give us an incredible amount of traffic information. ADS-B and traffic displays can help us identify aircraft that would otherwise be difficult to find. But there is a danger in assuming the screen shows us everything in the sky. It doesn't.

The best use of traffic technology is to make our visual scan more effective, not replace it. If your display shows traffic two miles ahead and slightly right, use that information to help you find the airplane outside. And don't let a quiet radio create a false sense of security. Silence doesn't necessarily mean an empty sky.

The next time you're approaching an airport, entering the pattern, or transitioning through busy airspace, don't just ask: 'What traffic do I see?' Ask: 'What traffic could be out there that I haven't seen yet?' That simple question can change the way we scan the sky.

The Carlisle accident is still being investigated, and we should leave the cause and conclusions to the investigators. But we can use the event as a reminder that maintaining situational awareness is an active part of every flight. Technology is another tool. The radio is another tool. ATC is another tool. But ultimately, our most important traffic avoidance system is still the pilot, and the view out the window.



Leadership Corner

by Keith McPherson

Last month, I started by saying that it's been a busy summer – well, it surely has been!! To start, I'd like to thank everyone who was able to join us for our Annual Summer Picnic & Corn Roast. We enjoyed great food, great weather, and the camaraderie of nearly 90 members and guests. Thanks to all who brought a covered dish – it was nice to get back to basics this year! Special thanks to Kip Sobel, our Grillmaster, Dave Von Kaenel for his Corn Cooker, and John Williams for bringing his Shave Ice machine. Special thanks to Cindy Smith for coordinating a great afternoon!!

Over this summer, we've also kicked off a record number of member-led committees to accelerate several key programs. Active committees are currently working on our Charter, Bylaws, and Operating Rules, a Scholarship program, a partnership with Draggin' Tail Pilots for Condor members to obtain their tailwheel endorsement, a successor to SkyManager for more contemporary scheduling, maintenance tracking, and invoicing, and a very important committee is evaluating our fleet of aircraft to ensure it fits the needs of our members.

You should have seen outreach by several of these committees for your input. I encourage you to take the time to share your thoughts. We'll be providing an update on these initiatives at the September 1st Member Meeting. Also at the next meeting, we'll be opening nominations for the October Election. Each year, three Board of Trustee positions are open for election. If you or another member you know is interested in serving on the Board, please reach out to us. The only requirement is enthusiasm! See you at the September Meeting!! 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 – Instrument (CFII) – August 12th, 2026

General Club Meeting

The Condor Aero Club will meet on **Tuesday September 1st 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!

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>

Feel free to contact any board member below if you have a specific question

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Condor Aero Club Launches New Aviation Training Scholarship Program

Helping Members Turn Aviation Goals into Aviation Accomplishments

The Condor Aero Club Board of Trustees has adopted the Aviation Training Scholarship Program (ATSP), a permanent member-benefit program designed to help Flying Members achieve meaningful aviation training goals while encouraging pilot proficiency, participation, and advancement within the Club.

The program builds on the legacy of the Lewis Freedom Gift of Flight, established in 2021 by longtime Condor members Jan and Linda Lewis. Their commitment to aviation and mentorship continues through this new program.

The ATSP is designed differently from a traditional scholarship that simply reimburses training expenses. It is a performance-based aviation training incentive program intended to reward members for making meaningful progress and accomplishing aviation milestones.

Scholarship awards may be structured into Scholarship Bundles, which combine specific training milestones or accomplishments with defined reimbursement opportunities. Potential future bundles include:

- Private Pilot Certificate training milestones
- Instrument Rating milestones
- Commercial Pilot Certificate milestones
- Complex and High-Performance endorsements
- Checkride completion
- Certificate, rating, or endorsement completion

The Scholarship Committee will develop and recommend specific bundles for Board approval as the program evolves.

Applicants must:

- Be a Condor Aero Club Flying Member in good standing
- Have maintained Flying Member status for at least 90 days
- Be actively pursuing an FAA certificate, rating, or endorsement through Condor Aero Club
- Complete the application process and provide required documentation

Applications will be evaluated objectively based on financial need, commitment to training, likelihood of completion, and Club involvement. The Scholarship Committee will make recommendations, with all awards requiring Board approval.

Recipients may receive reimbursement for qualifying expenses associated with approved scholarship bundles after completing the applicable milestones and providing supporting documentation. Eligible expenses may include Club aircraft use, DPE practical test fees, FAA knowledge test fees when specifically included in a bundle, and other approved aviation accomplishments. Club aircraft reimbursements may be provided as a credit to the member's Condor flight account.

The ATSP is funded through voluntary contributions from Club members and other supporters approved by the Board. Donations can be made by check payable to Condor Aero Club, Inc., with "ATSP Fund" or "Aviation Training Scholarship Program Fund" included in the memo, or delivered directly to the Treasurer at a Club meeting.

Because Condor Aero Club is a 501(c)(7) social and recreational club, donations to the program are not tax-deductible charitable contributions for federal income tax purposes. Donors will be recognized in the AEROGRAM unless they request anonymity.

Every pilot remembers the milestones that shaped their aviation journey, the first solo, first cross-country, successful checkride, or new certificate or rating. The Aviation Training Scholarship Program is designed to celebrate those accomplishments and help Condor members continue their aviation journey.

Whether you're pursuing your first certificate or helping support another Condor pilot through a donation, your participation helps strengthen our Club and its future. Additional information, application periods, and Scholarship Bundle opportunities will be announced in future AEROGRAM issues and at Club meetings.

Member Spotlight – Meet Carter Strosnider!

What certificates/ratings do you hold?
Commercial Rotorcraft / ASEL / AMEL,
Instrument Airplane and Helicopter
How many hours do you have?
897
How long have you been flying?
9 years
When did you join Condor?
August 2026
What prompted you to look skyward?
AH-64E Apaches looked fun to fly
What is your favorite part of flying?
The view
What is your next aviation goal?
Airline Transport Pilot certificate
What is your favorite aircraft?
Cessna 421C Golden Eagle
Any words of wisdom to share?
"Slow is smooth, smooth is fast" or
"It's push-to-talk, not push-to-think"



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:
\$6.90/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!

- None this month, keep an eye out for new members next month

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!

[General Aviation Accessible Aviation Museums](#)

Aug 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.



Jul Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N341FC:

N96573:

replaced both main tires and tubes

N62104:

completed 50hr oil change/inspection

N684SP:

N2806M:

Nose wheel tire/tube and wheel replacement (swapped from 35M since it was down for 100hr/annual)

N4335M:

Started 100hr/annual, pitot/static check

N1963T:

Clubhouse:

Door lock 1229 code removed, forcing everyone to use electronic keypad. 1229 will remain in effect until 9/1.

Hangars:

N1963T door INOP: was able to clear cobweb from the actuator and this resolved the issue (saved a fulfab service call).

Aug Planned Maintenance:

GPS Databases on all Aircraft:

N341FC:

100hr/Annual

N96573:

100hr/Annual

N62104:

50hr oil change/inspection, pitot/static check

N684SP:

50hr oil change/inspection

N2806M:

50hr oil change/inspection

N4335M:

Complete 100hr/Annual

N1963T:

100hr/Annual

Time Remaining on 100hr/Annual: (As of 08/21)

N96573 = DUE NOW

N62104 = 55.8

N341FC = 16.0

N684SP = 60.8

N2806M = 33.7

N4335M = 91.0

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.

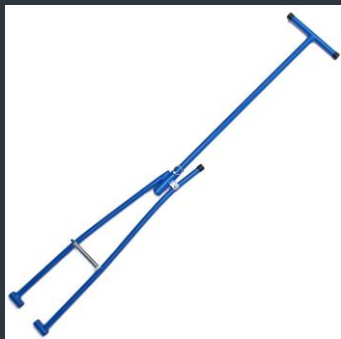
They are found at the very top of your dispatch page under 'unresolved' and 'resolved' discrepancies.

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
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	

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
JUL	44.4	16.2	35.4	4.3	30.1	16.5	53.3	21.5	26.4	1.1	32.0	1.2	30.9	2.4	252.5	63.2
TOTAL	193.2	84.8	165.7	53.8	288.6	131.9	247.7	118.0	105.4	31.1	88.5	13.0	147.1	21.4	1236.2	454.0
% Instr/YTD	44		32		46		48		30		15		15		37	
% Instr/Current Mo	36		12		55		40		4		4		8		25	

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
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
JUL	4.0	2.0	1.0	2.0	5.0	4.0	1.0	19.0
TOTAL	12.0	7.0	12.0	9.0	12.0	8.0	7.0	67.0

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:

We have definitely hit the peak flying season. July flying picked up to 252.5 hours, and 63.2 hours (~25%) 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.

General Reminders:

Please don't walk off with Aircraft items.

I've been getting several reports of missing fuel sample strainers, funnels, check-lists, etc. Please be sure all those items are left in the plane.

Oil Checking Prior to Flight Tips.

Please don't overtighten the dip stick. You only need to ensure it's snug. The engine creates a slight vacuum when running and it will tighten the dip stick, which could make it almost impossible to loosen by hand.

Also, please be aware of the engine temp. If you check the oil right after flying, it may seem low because the oil has thinned out and is spread throughout the engine case. It's always best to get a reading when the engine is cool.

Cessna Door Locks.

This is another tricky one, the doors are designed to close from the outside but not lock, meaning the inside handle should not fall over top dead center. If it does, you'll never get the door back open. I should say easily, lol. It is possible to crawl through the luggage, ask Jake for tips.

Normally this isn't an issue, but it has happened and something you should be aware of.

Also, if you fly solo from the right seat, and lock the doors from the inside during the flight (as you should), please make sure when you return the aircraft to the hangar, the left door handle is lifted up from the inside to ensure it's unlocked.

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:

Nothing to report

N341FC:

Nothing to report.

N62104:

The 50hr oil change and pitot/static checks forecasted for last week in Aug.

N96573:

100hr/annual scheduled.

N2806M:

We had to replace the tube on the NLG tire, but were unable to balance it. It's hard to imagine the nose wheel hitting first, but it is possible and could have damaged the tube and wheel.

Please be sure to flare, or go around and try it again. The wheel replacement will be in the neighborhood of \$3000.00

N4335M:

Annual completed. Replaced the NLG tire, tube, and wheel w/new. Replaced RH and LH brake linings w/new. Dynamic balanced the prop. Replaced exhaust gaskets w/new.

N1963T:

In for annual but expected to return by 8/24

Hangars:

Roof repairs completed.

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:

We have officially migrated to the electronic keypad for access. This is the square black panel mounted on the building steel, next to the door. Once you tap the screen the numbered keypad will illuminate.

Enter your 4-digit code and push the '✓' in the lower right-hand corner, once you here the click, simply pull on the door handle.

1229 will be deleted on 9/1/2026. So please be sure to test your personal code.

If you have any questions or issues with your code, please reach out to me.

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