

A Condor Member's Verbatim* Side-by-Side Document Comparison

August 15, 2026

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Executive summary

Area	2022 document	2026 draft documents	Main difference
Document structure	One combined Charter and Operating Rules document, with charter-style governance rules followed by detailed operating rules.	Two separate documents: Charter and Bylaws . The Charter names Operating Rules as a separate lower-level governing document, and the Bylaws define their scope.	2026 reorganizes governance into a hierarchy: Articles of Incorporation, Charter, Bylaws, Operating Rules, Board policies.
Foundational purpose	Purpose is to promote flying skill, operate aircraft/property, promote aviation interest, conduct business transactions, and hold meetings.	Charter adds broader nonprofit/social club framing, aviation education, fellowship, recreation, safety, mentorship, accessibility, stewardship, and lifelong aviation participation.	2026 is more mission-oriented and nonprofit-compliance oriented.
Tax status / nonprofit controls	2022 states nonprofit purpose but does not include detailed 501(c)(7), non-inurement, nonmember revenue, or private benefit controls.	2026 Charter expressly states 501(c)(7) social club status, member-benefit operation, non-inurement, and preservation of tax-exempt status; Bylaws add revenue tracking and nonmember revenue controls.	2026 adds significant tax-exempt compliance language.
Membership	2022 defines specific membership classes in detail: Full, Honorary, Social, Immediate Family, Youth, College Student/Military insurance discount, and additional classes.	2026 Bylaws allow multiple membership classes but leave rights, limits, dues, insurance obligations, and aircraft access details mostly to Operating Rules or Board policy; voting rights are retained in the Bylaws.	2026 removes most class-specific details from the Bylaws and pushes them to Operating Rules or policy.
Board of Trustees	2022 has nine trustees, three elected each year for three-year terms, with no more than three non-flying members on the Board.	2026 keeps nine trustees and three-year staggered terms, but replaces the "no more than three non-flying members" rule with a requirement that a majority of trustees hold FAA pilot certificates other than student pilot certificates.	Same basic board size and term structure, but aviation-qualification rule is updated.

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Member meetings	2022 fixes annual and regular meetings on the first Tuesday of October and each month, respectively.	2026 keeps annual meeting in October but lets the Board set the specific date, time, and location; regular meetings occur at intervals set by the Board and Operating Rules.	2026 gives the Board more scheduling flexibility.
Quorum	2022 requires 10% of dues-paying members in good standing and at least one officer.	2026 requires 10% of voting members in good standing, with no officer-presence requirement.	2026 changes the quorum population and removes the officer requirement.
Voting	2022 gives each regular member in good standing one vote and prohibits proxy voting.	2026 defines "voting members," limits motions/seconds/votes to voting members in good standing, allows non-voting members to attend and speak when recognized, and also prohibits proxy voting.	2026 is more precise about voting vs. non-voting participation.
Place of meetings	2022 prohibits meetings more than 50 miles from Zelienople unless authorized by members.	2026 does not carry forward the 50-mile limit and permits electronic meetings if participants can hear and be heard.	2026 modernizes meeting location/format flexibility.
Member petition rights	2022 allows special meetings by 10% member petition.	2026 keeps 10% petition for special meetings and adds a detailed member-petition process for agenda items, Board review, reconsideration of Operating Rules, and member action.	2026 adds a clearer path for members to force Board review or agenda placement.
Discipline	2022 requires affirmative vote of the entire Board for suspension/expulsion and automatically suspends flight privileges during active FAA investigation.	2026 gives the Board broader authority to discipline, suspend, restrict, terminate, or expel for safety, financial, regulatory, FAA, reputation, insurance, and operational reasons; FAA investigations may trigger interim suspension when necessary but are not framed as automatically causing loss of good standing.	2026 is broader and more process-oriented, but less automatic on FAA matters.

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Officer duties	2022 defines President, VP, Secretary, and Treasurer duties in traditional terms.	2026 retains the same officer roles but expands Secretary duties for official records, electronic repositories, security/confidentiality, and PA filings; Treasurer duties now include tax filings, annual reports, regulatory reports, financial controls, professional coordination, and record retention.	2026 materially expands administrative, compliance, and records responsibilities.
Conflicts of interest	2022 has little to no dedicated conflict-of-interest framework.	2026 adds a full Conflict of Interest article defining conflicts, related parties, disclosure, recusal, disinterested approval, documentation, annual acknowledgements, and enforcement.	Major new governance control in 2026.
Compensation	2022 does not appear to have a dedicated compensation/reimbursement article.	2026 adds rules prohibiting compensation for Board/officer service, prohibiting aircraft time as compensation, allowing reasonable monetary compensation for non-board services under safeguards, and requiring annual member reporting of compensated service categories or related-party arrangements.	Major new anti-private-benefit control.
Finances	2022 includes dues, fiscal year, audit, charge privileges, prepayment incentive, insurance fund, and operating payment rules.	2026 Bylaws keep fiscal year, audits/reviews, dues/fees authority, budget and reporting, nonmember revenue limits, revenue tracking, and restricted/designated fund rules.	2026 moves away from detailed payment mechanics and adds stronger financial governance.
Indemnification	2022 does not include a detailed indemnification article in the cited charter portion.	2026 adds indemnification, insurance, advancement of expenses, and authorized agents language.	2026 adds legal protection provisions for trustees, officers,

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			and authorized agents.
Records inspection	2022 gives Treasurer books open for inspection by Board or appointed committee, and Secretary keeps membership records.	2026 adds a records and inspection article with member inspection rights under Pennsylvania law, written request/proper purpose requirements, and confidentiality/security limitations.	2026 formalizes recordkeeping and inspection rights.
Operating rules detail	2022 includes extensive operational rules: reservations, scheduling, flight charges, prepayment, attendance, winter seminars, preflight, traffic pattern, refueling, accidents, social media, grounding, hangaring, insurance, appointed positions, instructors, student pilots, checkouts, aircraft-specific requirements, and currency.	2026 Bylaws simply say Operating Rules may address those types of subjects and are binding on members; the detailed operational content is not included in the 2026 Charter or Bylaws.	The detailed operating rules appear to need a separate 2026 Operating Rules document if they are intended to continue.

Key differences by 2026 document

1. 2026 Charter vs. 2022 Charter section

The 2026 Charter is much more foundational and compliance-focused than the 2022 charter section. It adds a preamble, incorporation history, principal/registered office language, mission statement, 501(c)(7) tax-exempt status, non-inurement provisions, dissolution rules, governing-document hierarchy, and a certification page. The 2022 charter section is shorter and more operational, covering name/purpose, membership, meetings, trustees, officers, admission, dues/classes, discipline, fiscal year/audit, and amendments.

Notable additions in the 2026 Charter:

- It states the Club was originally incorporated on **May 6, 1957** and requires certified Articles and amendments to be maintained with permanent records.
- It identifies the Club as a nonprofit social club under **IRC Section 501(c)(7)** and says substantially all revenue should be derived from members.
- It adds a clear non-inurement clause preventing net earnings or assets from benefiting members, trustees, officers, employees, or private individuals except for reasonable compensation/reimbursement.
- It establishes document priority: Articles of Incorporation, Charter, Bylaws, Operating Rules, then Board-adopted policies.

2. 2026 Bylaws vs. 2022 Charter/governance rules

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The 2026 Bylaws retain many core concepts from the 2022 charter/governance rules, but they are rewritten with more detail, more Board authority, and more compliance controls. The preserved items include nine trustees, staggered three-year trustee terms, October annual meeting, 10% quorum, no proxy voting, seven-day notice for annual/special meetings, October 1 to September 30 fiscal year, audit/review concept, and two-thirds member approval for amendments.

Major governance changes include:

- **Trustee aviation qualification changed:** 2022 limited the Board to no more than three non-flying members, while 2026 requires a majority of trustees to hold FAA pilot certificates other than student certificates.
- **Board authority is more explicit:** 2026 adds detailed authority limits for material contracts, leases, aircraft acquisitions/dispositions, financing arrangements, signatory authority, approval controls, and unauthorized commitments.
- **Officer removal is more formal:** 2026 adds cause standards, notice/opportunity to respond, temporary suspension authority, and specific voting thresholds for officer removal.
- **Electronic meetings and electronic notice are added:** 2026 permits meetings by video/teleconference and allows electronic voting unless prohibited; it also treats email and approved electronic systems as written notice methods.

3. 2026 drafts vs. 2022 Operating Rules

This is the largest practical gap. The 2022 document contains a long, detailed Operating Rules section covering aircraft use, scheduling, payments, attendance, safety practices, maintenance, instructors, student pilot limitations, aircraft-specific checkout requirements, and currency requirements. The 2026 Bylaws say Operating Rules may cover these areas and are binding, but the actual 2026 draft Bylaws do not reproduce the detailed rules.

Examples of 2022 operational content not carried into the two 2026 drafts:

- Reservation rules, reservation limits, reassignment procedures, maximum active reservations, minimum charges, delayed returns, and recording flight time.
- Charge privileges, delinquency timelines, interest charges, flying-privilege suspension for arrears, and prepayment incentive tiers.
- Mandatory meeting attendance, winter seminars, pre-flight checks, traffic pattern preference, landing limitations, refueling obligations, carelessness rules, and disciplinary warning progression.
- Accident/incident procedures, immediate post-accident suspension, social media guidance, aircraft grounding, hangaring rules, off-field/overnight procedures, and insurance payment rules.
- Safety Officer, Chief Flight Instructor, Club Instructor requirements, student pilot solo rules, written-test/checkride prerequisites, new member checkout, aircraft-specific checkout requirements, and recurrent proficiency/currency rules.

Practical implications

1. **The 2026 Charter and Bylaws look like a governance modernization, not a complete replacement for the 2022 Operating Rules.** The 2026 Bylaws expressly anticipate a separate Operating Rules document for day-to-day operations.
2. **If adopted as-is without a new Operating Rules document, many flight operations details from 2022 would no longer appear in the governing package provided here.** Those include scheduling,

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checkout, instructor, student pilot, winter operations, refueling, accident, and aircraft-specific currency rules.

3. **The 2026 drafts add stronger nonprofit, tax, conflict-of-interest, compensation, financial-control, records, and indemnification language.** These topics are either absent or much less developed in the 2022 document.
4. **Membership-class details are intentionally less specific in the 2026 Bylaws.** The old detailed Full, Honorary, Social, Immediate Family, Youth, and insurance-discount rules appear to be moved out of Bylaws-level text and would need to be preserved in Operating Rules or Board policy if still desired.

Bottom line

The 2026 drafts appear to transform the 2022 combined document into a more formal governance framework:

- **2026 Charter** = foundational identity, purpose, mission, tax status, nonprofit structure, document hierarchy.
- **2026 Bylaws** = governance, membership framework, Board/officer powers, meetings/voting, finances, conflicts, records, indemnification, amendments.
- **Missing or separate 2026 Operating Rules** = the detailed flight operations rules that were included in the 2022 document.