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Condor AEROGRAM

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Photo Credit: Hyrum Wright

Condor Elects Board Trustees

During the October General Meeting, Condor members voted to fill the trustee positions that were up for election this year. We are fortunate to have a healthy club and committed membership and it is exciting to see the direction of the club take shape!

On behalf of the Board of Trustees, congratulations to the following candidates who have been elected to serve for the next three years:

- Robert Beck
- Ed Sattely
- Chris Vermilya

After the election results were confirmed, the new Board of Trustees met and determined the officers and responsibilities for the coming year:

- Keith McPherson – President
- Kip Sobel - Vice President
- Robert Beck – Treasurer
- Dorothy Meeder – Secretary
- Chip Vignolini - Director of Maintenance
- Chris Wohlgemuth - Director of Flight Training & Standards
- Ed Sattely - Chief Pilot & Programs
- Cindy Smith - Recording Secretary
- Chris Vermilya - Safety & Communications

As we head into the colder months, the Board is looking forward to a great year of flying, learning and building on the strong foundation our members have created. Condor is only as good as the people who fly, wrench, teach and volunteer here, so thank you to every member for being part of it. Watch upcoming Aerograms and General Meetings for updates from the Board, and don't hesitate to reach out with questions or ideas. See you at the airport, and blue skies!

Leadership Corner

by Keith McPherson

Happy Halloween! We had a great turnout for the Election and Winter Seminar held at our October meeting. In addition to these two key events, we also discussed the great work by the Fleet Strategy Committee evaluating each aircraft's hourly operating expenses as well proactively planning for engine, avionics, and other upgrades across the fleet. The Committee meets regularly and provides recommendations to the Board, which are discussed at the monthly Membership Meetings.

We also discussed the Aviation Training Incentive Program (formerly, "Scholarship") and are thrilled to say we've had additional donations to the Program and currently have two applicants in the queue. You'll hear more at the November meeting.

Remember, we begin "winter operations" on November 1st, primary of which is plugging in the engine oil pan heaters after your flight. If you did not attend the October meeting, you will need to get with your instructor for a sign-off before 11/1, or SkyManager will not allow you to dispatch an aircraft. If you are unsure of your Winter Seminar date, please verify it in SkyManager before arriving at the airport and having your dispatch fail!

Looking forward, our annual "Celebration of First Flight" holiday gathering is set for Friday, December 11th, at the Cranberry Elks. Festivities will start at 6:00PM, so be sure to mark your calendars!

Fly Safely, Fly Often, Fly Condor!

Earning Their Wings!

That first solo… the first checkride… adding ratings… and more, these pilots are celebrating, and we share in their excitement. CONGRATULATIONS!!!

- Andrew Lageman – Private Pilot ASEL – October 17th, 2026
- Cameron Painter – High Performance – October 6th, 2026
- Carter Strosnider – High Performance – October 6th, 2026
- Brian Potts – First Solo – October 2026
- James McKenna – High Performance – September 25th, 2026

General Club Meeting

The Condor Aero Club will meet on **Tuesday November 3rd 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 blocks others from being able to plan a flight. Also, if your plans change, update your reservation! Condor does not charge a cancellation fee so what's stopping you from cancelling your hold if you can't fly? Please plan accordingly to allow others to fly!

Currency – Condor requires a base level of currency to check out aircraft. You must have logged (1) hour of flight and (3) landings in the previous (90) days to be able to check out an airplane. Schedule time with an instructor if you are not current.

Winter Seminar – To fly from November 1st to March 31st, each member must attend a Winter Seminar or obtain a sign-off from a club instructor. Please meet with an instructor if you do not have signoff on the winter seminar.

Dues and Insurance – 2027 dues and insurance will be billed in the coming weeks and are due by 12/31! Please ensure that your account is paid in full to avoid having your flight privileges suspended.

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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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 takeoff has a moment that most of us would rather not think about: the airplane is low and slow, pitched up, with full power and very few options. Engine failures are rare, and our maintenance team works hard to keep them that way. If one does happen, though, right after takeoff is the worst time for it.

Pitch first, then think. In a climb attitude, airspeed bleeds off alarmingly fast once the engine quits. The instinct is to hold the nose up and "stretch" toward the runway, and that instinct is what turns a survivable forced landing into a stall-spin. The first action has to be automatic: lower the nose right away and establish best glide speed. Everything else comes second.

Straight ahead is usually the answer. At low altitude, the best option is almost always roughly ahead of you, within about 30 degrees either side of the nose. A controlled touchdown on a road, field or even trees, with the wings level and at the slowest safe speed, is far more survivable than a stall from a steep, low turn.

You've heard of the "impossible turn." Turning back to the runway is tempting because it's familiar ground. A 180-degree turn doesn't put you back on the runway. It puts you beside the departure path, so it actually takes much more turning than that to line up. Every degree costs altitude, and the steeper the bank, the higher the stall speed climbs. Add the few seconds it takes to recognize the problem and react, plus a possible tailwind on the way back, and the altitude you need adds up quickly. A turnback can work, but only when it was planned, practiced and briefed. If you've worked through it with an instructor at a safe altitude, know how much height your airplane actually needs and have a personal decision altitude in mind, it's a legitimate option above that altitude. Below it, the decision is already made: land ahead.

Brief it out loud, a short takeoff briefing before every departure. Something like this: "If the engine fails on the runway, I close the throttle and brake. If it fails after liftoff with runway remaining, I land straight ahead. If it fails below my decision altitude, I lower the nose, hold best glide and land within 30 degrees of straight ahead. Above that altitude, I'll consider returning to the field." Saying it out loud loads the plan into short-term memory, so you aren't building one in the three seconds when you have the least time to think. Know the terrain off the end. Where are the open fields? The roads? The places you definitely don't want to go? The goal isn't to fly every departure expecting the worst. It's to settle the hard decisions on the ground, so that if the engine ever does go quiet, all you have to do is fly the airplane.

ATIP Update

The Aviation Training Scholarship Program has officially been renamed the Aviation Training Incentive Program (ATIP). After thoughtful review, both the ATIP Committee and Board of Trustees concluded that the term Incentive more accurately reflects the program's purpose. While the program continues to provide financial assistance to members pursuing aviation training, its primary focus is encouraging meaningful progress, achievement of training milestones, and completion of aviation goals.

The program has already received its first two donations. We extend our sincere appreciation to Dr. Joe Sanfilippo for a $250 contribution and to an anonymous donor for a $250 contribution in support of member aviation training. We are also pleased to report that the program has received its first two applications for consideration. One applicant is pursuing a Private Pilot Certificate, while the second is pursuing an Instrument Rating. The ATIP Committee is currently reviewing both applications and continuing its work to develop the incentive bundle framework that will support future awards.

The Committee welcomes additional applications from eligible Flying Members and continues to encourage donations to help expand future opportunities. Applications are available through the link posted in SkyManager. Whether you are working toward your next aviation milestone or helping another member achieve theirs, your participation strengthens Condor Aero Club and helps invest in the future of our members. Questions about the program, applications, or donations may be directed to the ATIP Committee at condoraeroclub@gmail.com.

Member Spotlight – Meet Brandon Wood!



What certificates/ratings do you hold?
ATP with CE-560XL and DC-9 Tye Ratings. Gold Seal CFI, CFII, and MEI. AGI, IGI. sUAS.
How many hours do you have?
3700 hours
How long have you been flying?
11 years, hard to believe it has gone by this quick!
When did you join Condor?
2021
What prompted you to look skyward?
My first ever flight was in a Learjet 60, that my cousin was repositioning from AGC-AFJ. Ever since then I was hooked. My love of flying stuck with me throughout my childhood and my senior year of high school I started taking lessons at the Beaver County Airport!
What is your favorite part of flying?
Challenging approaches! ATC leaves you too high? Strong crosswind? Conflicting traffic? Not a problem! Over the years you will learn to balance and mitigate these risks. It's a great way to learn and build confidence! When you can bring it all together and land the airplane safely and (sometimes) smoothly, it is truly a rewarding feeling!
What is your next aviation goal?
Tailwheel, Single Engine Sea, and of course transitioning to the Boeing 757 & 767 to fly with our esteemed Board Member Chris Wohlgemuth.
What is your favorite aircraft?
The one I currently fly, the Boeing 717 aka The Angry Puppy. Originally designed by McDonnell Douglas as the MD-95 it was designed to be the final generation of the DC-9 series aircraft, superseding the MD-88/90 aircraft, known as the Mad Dogs. When Boeing bought McDonnell Douglas they rebranded the aircraft as the Boeing 717 but that's where the Boeing in it begins and ends as it's all McDonnell Douglas inside. I absolutely love the airplane and it's a privilege to fly it, as it's almost retired. In this modern era of flying, it's the perfect amount of an "old school" airplane but with a decent amount of modern tech. It's the body of a DC-9-30 but with a panel of a MD-11. Bonus points if you can tell me where the whiskey compass is on it!
Any words of wisdom to share?
"Don't be a part-time pilot." Whether if this is a hobby or profession, you must strive to always be the best you can be. Doesn't mean you have to be perfect, but you should want to strive for perfection. There will never be a perfect flight, you will always make mistakes but learn from them and move on. As long as you keep doing that you will always succeed!

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!

- Cody Alvetro
- Shane Kaclik
- Carter Strosnider

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

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) - $150
N96573 (C172P) - $155
N62104 (C172P) - $155
N684SP (C172S) - $160
N2806M (P28A) - $165
N1963T (P28R) - $185
N4335M (P28B) - $215

Off field fuel reimbursement: $7.35/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

Oct 2026

Chip Vignolini – (412)215-1225
chipvig@gmail.com

Maintenance Corner



This issue

Maintenance Update P.1

Flight Times and Oil Usage P.2

Maintenance Summary P.3

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 taxing.

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 taxing 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.

Sep Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N341FC:
completed 100hr/annual, brake linings, taxi light bracket, cowl fasteners. Repaired fuel primer plunger

N96573:
Replaced voltage regulator, odd one to troubleshoot only occurred after 30mins of flight

N62104:
Replaced tach cable

N684SP:
overhauled fuel pump, found incorrect fittings

N2806M:
Completed 100hr/annual, Installed engine block heater, and repositioned engine baffling

N4335M:

N1963T:

Clubhouse:
This has been going well so far, very few issues with access codes, and adding new members as we go.

As always, please let me know if you have any access issues.

Hangars:
Working to repair frayed cable on N96573s hangar

Added scrub brushes, ensured each hangar had a bucket and either a 2 or 3-step stool. Sand and snow shovels will be added as we get closer to 11/1

Oct Planned Maintenance:

GPS Databases on all Aircraft:

N341FC:

N96573:
50hr oil change/inspection

N62104:

N684SP:
100hr/annual

N2806M:

N4335M:
50hr oil change/inspection

N1963T:

Time Remaining on 100hr/Annual: (As of 10/25)

N96573 = 25.9

N62104 = 72.5

N341FC = 37.6

N684SP = DUE NOW

N2806M = 68.0

N4335M = 11.8

N1963T = 69.5

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.

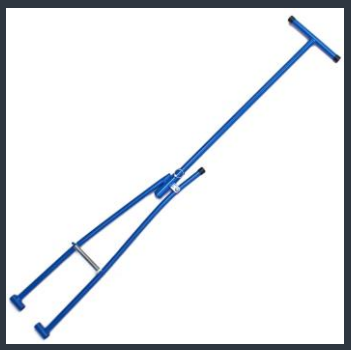
They are found at the very top of your dispatch page under ‘unresolved’ and ‘resolved’ discrepancies.

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
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
AUG	26.9	3.7	23.7	6.8	59.9	34.2	38.6	20.2	11.2	0.0	15.1	8.7	34.4	6.1	209.8	79.7
SEP	42.7	12.7	38.6	11.5	52.3	19.1	48.0	23.3	18.7	7.7	38.4	13.4	35.1	4.5	273.8	92.2
TOTAL	262.8	101.2	228.0	72.1	400.8	185.2	334.3	161.5	135.3	38.8	142.0	35.1	216.6	32.0	1719.8	625.9
% Instr/YTD		*39*		*32*		*46*		*48*		*29*		*25*		*15*		*36*
% Instr/Current Mor		*14*		*29*		*57*		*52*		*0*		*58*		*18*		*38*

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
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
AUG	2.0	1.0	1.0	1.0	1.0	1.0	0.0	7.0
SEP	3.0	1.0	2.0	2.0	2.0	4.0	2.0	16.0
TOTAL	17.0	9.0	15.0	12.0	15.0	13.0	9.0	90.0

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:

The weather has been amazing and we actually had our best month yet, flying a total of 273.8! and ~92 hours (~38%) were instruction.

I want to thank everyone again for your support and cooperation when we have to ground an aircraft for maintenance. Everyone has been very flexible moving to other aircraft as needed.

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:

Oil Checking Prior to Flight Tips.

Please don't overtighten the dip stick. You only need to ensure its 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, if 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 Fuel Level.

When refueling please stop ~1" below the filler cap. The easiest way to check it, put the palm of your hand on the wing skin, and your thumb in the filler cap. The fuel should just touch the bottom of your thumb.

You may wonder why this is so important?

When the fuel level is too high or you have a spill, the fuel vents out the breaker or travels around the tank into the root wing rib, and ultimately gives the appearance to the next member there's a fuel leak (i.e. the infamous blue staining under the wing and on the flap.

This has happened too many times to count, so PLEASE DO NOT OVERFILL the Cessnas.

Winter Operations!

Beginning Nov 1st we move into winter operations. This means, you need to ensure the cowl plugs are installed (correctly, zippers towards the engine and the holes for the flags up). This should be happening all year, but it's critical in the winter months to ensure the engine stays warm.

Which leads us to the engine block heaters. Please make sure they are plugged in. The ball of the extension cord should be inside the oil inspection plate and ensure there's enough slack to prevent tripping and or the extension cord pulling on the aircraft.

Sometimes, you may notice the oil is more of milky color? This can happen if we end up with some warmer days in Nov. and its totally normal. It's simply the moisture in the oil and will burn off during engine workup.

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.

Starting Procedures

Please be sure to follow the starting procedures. Especially as we move into fall/winter. We have had a number of issues recently on the fuel injected engines.

Proper Priming Procedures

Please be sure to pull the primer out slowly. You will hear the line fill with fuel, pause to make sure it's completely full, before pushing it back in slowly.

I have noticed recently this is cycle is happening to quickly, which means you never get the full fuel amount in the primer lines before pushing it back into the cylinders.

N684SP:

We had to replace the mechanical fuel pump, due to improper fuel line fittings.

N341FC:

We have been going thru brake linings at a very high rate. The average TIS has only been ~80 hours. Typically, we're used to seeing 300-350hrs.

Please control your energy throughout all phases of flight, especially taxi, and landing (exiting the runway).

We will continue to monitor and are considering replacing the entire brake system for Cleveland's.

N62104:

Replaced the tach cable.

N96573:

Replaced voltage regulator, odd one to troubleshoot only occurred after 30mins of flight.

N2806M:

Completed 100hr/annual, Installed engine block heater, and repositioned engine baffling

N4335M:

Nothing to report

N1963T:

Nothing to report

Hangars:

Working on a frayed cable in N96573s hangar.

Clubhouse:

We installed a new handle on the door itself to avoid any confusion on where to enter the code. And it eliminates the ability to unlock without using the 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

October 6th, 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 October 6, 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, there were none. Michael Luckosik did speak up about receiving his tail wheel endorsement and what a fun time it was. Keith also mentioned his endorsement and that it was good experience. They both encouraged the membership to try Draggin' Tails.

Election

Jake Vagias asked if there were any more additional nominations for the board. There were no additional nominees. Jake then closed the nominations. Dan Cox moved and Joe Sanfilippo seconded, "The 2026 Condor Board Nominations are closed." – Motion carried.

Jake then verified that all in attendance and eligible to vote have received a ballot. He asked the membership to finish their voting and deposit the ballot in the ballot box. The nominations were: Chris Vermilya, Ed Sattely, Robert Beck, and Sebastian Sweet.

Minutes

Alan Connor moved and George Samo seconded, "The September 2026 Condor Aero Club Regular Meeting Minutes are approved." -Motion carried.

Readings:

1st: Rochak Chadha

2nd: Cody Alvetro, Shane Kaclik, Carter Strosnider

Membership:

Robert reported the current number of Condor members is 212. There are also potential new members in the queue.

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.

The hangar of N96573 has some frayed edges. That will be looked at.

A lot of oil is being used for N4335M. If it is hot and the dipstick is reading 5 quarts, do not add oil.

Keith told the membership that is there is any noticeable damage to airframe, document the issue.

Chris W. asked the membership to make sure they are cleaning the planes.

Treasurer's Report (September):

OVERVIEW			
As of September 30, 2026			
Cash			**$ 162,243.72**
Operating Account	$	21,309.73	
Money Market Account	$	140,933.99	
Accounts Receivable			**$ 8,479.92**
Members	$	8,479.92	
Hangar Tenants	$	0.00	
Prepaid Member Accounts Balance			**$ 105,573.18**
Prepaid Hangar Tenant Accounts Balance			**$ 2,100.00**
Aviation Training Incentive Program (ATIP) Balance			**$ 3,702.08**
Loans Payable			**$ 113,845.39**
Line of Credit	$	0.00	
N341FC	$	113,845.39	

STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS			
For the one-month period ended September 30, 2026			
BEGINNING CASH ACCOUNTS BALANCE			**$ 153,610.36**
RECEIPTS			
Hangar Rent			$ 2,200.00
Interest Income			$ 290.23
(Unrestricted)	$	282.19	
(Restricted – ATIP)	$	8.04	
Member Payments (Aircraft, Dues, Initiation, Insurance, Prepayments)			$ 37,720.07
Programs; Aviation Training Incentive Program-ATIP (Donation)			$ 250.00
Programs; Tailwheel Endorsement Initiative (Admin Fees)			$ 500.00
TOTAL RECEIPTS			**$ 40,960.30**
DISBURSEMENTS			
Aircraft Maintenance			$ 18,493.37
(N1963T)	$	3,607.58	
(N2806M)	$	506.89	
(N4335M)	$	7,471.65	
(N62104)	$	1,043.02	
(N684SP)	$	1,384.66	
(N96573)	$	4,479.57	
Cleaning and Maintenance			$ 150.00
Fuel (Aircraft)			$ 9,118.34
Lease (Land)			$ 960.90
Loan Payments (N341FC)			$ 1,999.28
Meeting Expense (Committee)			$ 19.26
Meeting Expense (Social)			$ 146.11
Member Expense (Landing Fees)			$ 11.84
Nonemployee Compensation (Accounting and Banking)			$ 225.00
Nonemployee Compensation (Maintenance Director)			$ 450.00
Office Expense			$ 15.11
Security Expense (Fire Alarm)			$ 37.50
Summer Picnic Expense (2027 Shelter Reservation)			$ 318.84
Supplies (Pilot Lounge)			$ 152.08
Utilities			$ 229.31
TOTAL DISBURSEMENTS			**$ 32,326.94**
EXCESS OF RECEIPTS OVER DISBURSEMENTS			**$ 8,633.36**
ENDING CASH ACCOUNTS BALANCE			**$ 162,243.72**

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

Scholarship Fund

Keith reminded the membership about the scholarship incentive that has been allocated for checkrides. Skymanager is where the scholarship information can be located. He added that anyone can make donations to the fund. ATSP: Aviation Training Scholarship Program.

Insurance and Dues

Keith and Robert are meeting with the insurance to get numbers finalized.

Fleet Strategy

Keith discussed the members who are participating on this committee is 12-15. They are looking for granularly at our fleet to benefit the membership. There is also money potentially being allocated for newer avionics, interior upgrade, in addition to an engine replacement. The fleet group has looked that number for each aircraft individually to verify that each aircraft is supporting itself. Gas prices have went up (.60) and with the analysis and fuel surcharge, costs for rentals will change. Jeff Kuzma asked when the rental price would change. It will be updated this week. Keith thanked the committee for their diligence to meet and analyze the data for the benefit of the club.

Program

Keith presented the Winter Seminar presentation for the membership. All in attendance will receive credit.

Elections

Jake, elections officer announced that Ed Sattely, Robert Beck, and Chris Vermilya had been elected. He also informed the club that we run on volunteerism.

Adjournment

George McGuire moved and George Samo seconded, “The October meeting of the Condor Aero Club is adjourned”. -Motion Carried