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Photo Credit: Chris Vermilya

## Lewis "Freedom of Flight" Gift Program

The Lewis "Freedom of Flight" Gift Program was established in 2021 by long-time Condor Aero Club members, Jan and Linda Lewis. Jan has been afforded tremendous opportunities in aviation through his extensive and accomplished career. His and Linda's passion for excellence in aviation is infectious. They established this scholarship to support aviators with great dreams and strong desires with the ability to reach into the skies.

Applications for 2024 are now being accepted! If you would like to apply, please use the link below. Additional detail can be found on the Condor website. Applications are due by April 30th, 2024.

### Eligibility Criteria:

- Current Condor Aero Club Member in good standing at time of application and award
- U.S. Citizen or Permanent U.S. Resident
- Minimum GPA of 3.0 (if a student in high school or college)
- Must have taken and passed the FAA Private Pilot Written Knowledge Exam
- For Instrument Rating Gift, must possess a Private Pilot Certificate
- For Commercial Pilot Gift, must possess an Instrument Rating
- Must demonstrate a financial need

Additional Information: <https://www.condoraero.com/lewis-freedom-of-flight-gift/>

Click [HERE](#) to apply



## President's Corner

by Keith McPherson



Please look for comments from Keith next month.

## Earning Their Wings!



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

- Hyrum Wright – Advanced Ground Instructor – February 23<sup>rd</sup>, 2024
- Chris Miladinovich – Commercial AMEL – February 20<sup>th</sup>, 2024
- Ryan Beck – First Solo – February 6<sup>th</sup>, 2024
- Chris Farrar – Commercial ASEL – January 2<sup>nd</sup>, 2024

## General Club Meeting

The Condor Aero Club will meet on **Tuesday March 5<sup>th</sup> at 8pm 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 **7:30pm**, don't miss it!

Condor proudly sponsors the Lewis 'Freedom of Flight' Gift Program! To help fund this account, we will hold a 50/50 raffle at club meetings. \$1.00 for 1 ticket / \$5.00 for 6 tickets. Participation is not required but is encouraged!

## Sky Manager Tips



Please be considerate of other club members! Only schedule a plane for the time you plan to fly. Reserving a plane for 4+ hours then only flying for 1 block others from being able to plan a flight. Also, if your plans change, update your reservation! Condor does not charge a cancellation fee so what's stopping you from cancelling your hold if you can't fly? Please plan accordingly to allow others to fly!

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

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

**Dues and Insurance** – 2024 dues and insurance are past due! Please ensure your account is paid for full flight privileges.

**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!

[accounts@condoraero.com](mailto:accounts@condoraero.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



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.

New Fuel Cards have arrived! The AMEX credit cards have all been removed and Phillips66 Fuel Cards have been distributed in all Condor Aircraft and are ready to be used. There are some slight changes in use of these cards which are listed below.

- When swiping the card, it will ask for an ID. All ID are set to the same as pilot lounge/CTAF: 1229
- Next it will ask for the ODOMETER: just select next
- Next it will ask for the TAIL NUMBER
- Next it will ask for fuel type: 100LL
- Last it ask for the amount in gallons: enter amount

Remember these fuel cards will only work at PJC; any other points of sale will be denied. For other airports please continue to use your personal credit card and turn in the receipt by placing in the cash box in the pilot lounge. Please include your name on the receipt. Reimbursements are at current PJC fuel rates.



## Help Needed – Programs Committee

The Condor Board is looking for volunteers to help us plan and bring fun and informative content to our monthly meetings! If you have ideas for meeting topics or you would like to participate in the planning of our programming, please reach out to Carrie Matvey (412.418-8547). We want to ensure our meetings are informative and worthwhile and would love your input.

IDEAS  
WANTED



## In Memoriam



It is with a heavy heart that we share the news of the passing of Jean-Ann Carnahan on February 20<sup>th</sup>, 2024. Jean-Ann was the beloved wife of Chuck Carnahan and mother of James Carnahan. Both Jean-Ann and Chuck were Condor members with strong ties to the aviation community in Pittsburgh and beyond. Chris St. Onge was Chuck's instructor as he earned his CFI. Chuck went on to fly with US Airways and then as a captain for Jet Blue before retiring and working as the Chief Flight Instructor at High Flight Academy at KBTP until 2022. Jean-Ann also held a Private Pilot Certificate.

Our thoughts and prayers are with the family and friends of the Carnahans.

<https://www.butlereagle.com/20240222/jean-ann-clark-carnahan/>

## Member Spotlight – Meet Kristen Malinko!

What certificates/ratings do you hold?

Student pilot

How many hours do you have?

About 40...I completed my first solo in August in the 152. I took a few lessons at Moore as well.

How long have you been flying?

On and off for 2 years...busy balancing family life with 2 kids and my work schedule.

When did you join Condor?

2 years ago

What prompted you to look skyward?

My husband enjoys aviation and I wanted to share in the hobby...teaching the kids and taking trips as a family. I was nervous to start, but soon fell in love with aviation. I'm grateful for the opportunity to learn to fly.

What is your favorite part of flying?

A sense of accomplishment...I was so excited the first time I landed by myself!

What is your next aviation goal?

Private pilot license...even if it takes a little longer

What is your favorite aircraft?

152 and 172

Any words of wisdom to share?

You'll never regret learning a new skill even if you start late



## 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!

- Dereck Kelly
- Nash Leslie
- Alexander Richter

NOTE: Membership decision for new students is he/she must have an instructor and the availability of an airplane. A "Waiting List" will be established. Any member desiring to have instruction for an advanced rating will be first. The rated pilots desiring to become Condor Aero Club members will be put on the waiting list.

## Upcoming Events

Mark your calendars for these upcoming aviation events!

- 56WV – Cheat River Fly-in – May 11<sup>th</sup>, 2024
- VG16 – 4th Annual Flying Horseman Ranch Fly-in – May 19<sup>th</sup>, 2024
- KRVL – Fly-In Breakfast – every second Saturday of the month
- N56 – Fly-In Breakfast

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Pay special attention to the recently added slide deck containing many options. Please share your pictures as well!

[Condor Google Drive](#)

[General Aviation Accessible Aviation Museums](#)

## Fleet Info

Club aircraft details can be found at <http://www.condoraero.com>

Rental and off field reimbursement rates are below for reference. Rates are wet and apply per hour.

N89549 (C152) - \$90
N98887 (C172) - \$125
N96573 (C172) - \$125
N62104 (C172) - \$125
N684SP (C172SP) - \$130
N2806M (P28A) - \$130
N1963T (P28R) - \$135
N4335M (P28B) - \$160

Off field fuel reimbursement:  
\$6.60/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

\*\*Do not fully fill the left tank of N89549, leave a few inches to avoid overflow

### Off Field Fuel:

Do not use club credit cards  
Use personal credit card  
Submit receipts for reimbursement

### Prepayment Incentive:

\$1,000.00-\$1,999.99 – 3% bonus  
\$2,000.00-\$3,999.99 – 4% bonus  
\$4,000.00 and greater – 5% bonus  
Restrictions apply, contact a board member for more details

Feb 2024

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

# Maintenance Corner

## Reminders!

**DO NOT** take the aircraft checklists or fuel credit cards with you

**TURN-OFF** Hangar lights and lock the door when you leave.

**DO NOT** start the engine above 1000 RPM, and ALWAYS reduce to 700-800 RPM and Lean the mixture immediately after engine start and before 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 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.



Please send any maintenance questions you have. I am always looking for newsletter material.



## Jan Completed Maintenance:

**GPS Databases on all Aircraft:**  
Completed successfully

**N89549:**

**N96573:**  
replaced tail NAV light

**N98887:**  
Completed 100hr/annual

**N62104:**

**N684SP:**  
Serviced cabin heat cable

**N2806M:**  
Completed 100hr/annual, replaced LH&RH wingtip NAV lights with LED bulbs, replaced #2 cyl valve cover gasket, replaced LH MLG brake linings, replaced radio light dimmer switch, replaced (2) panel lights, replaced fuel bowl gasket, and repaired broken co-pilot jack wire.

**N4335M:**

**N1963T:**

## This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

## Feb Planned Maintenance:

**GPS Databases on all Aircraft:**

**N89549:**

**N96573:**

100hr/annual inspection

**N98887:**

complete annual

**N62104:**

Install wings and engine mount

**N684SP:**

50hr oil change/inspection

**N2806M:**

50hr oil change/inspection

**N4335M:**

Engine mount install and continued work on avionics

**N1963T:**

50hr oil change/inspection

## How to Report an Issue (Reminder): 4 Steps to Follow

1. Take Pictures
2. Fill out Squawk sheet in Condor Pilots Lounge
3. Text/Email Chip Vignolini, 412-215-1225, [chipvig@gmail.com](mailto:chipvig@gmail.com)
4. If there is another reservation immediately after yours, please contact that member.

You should always take pictures of any damage during preflight. A good practice is to also take a picture of the Hobbs/tach pre and post flight.

Please send me a copy of the photo and any issues found during preflight (especially flat spotted tires), so I can immediately follow up with the previous reservation.

If the severity warrants grounding the aircraft. Follow the same steps above, but you will also find a 'grounded' sign in the back seat pocket. Please place this on the dash.

# 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 it's 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-fighting' 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!



# 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:

### 2023 Flight Hours

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	11.7	30.2	3.9	45.8	20.6	16.0	9.2	13.5	150.9
FEB	16.7	14.7	0.0	61.0	43.0	5.2	25.0	20.7	186.3
MAR	22.2	56.7	0.0	72.5	0.0	13.8	21.6	43.0	229.8
APR	25.6	78.3	0.0	107.1	34.0	9.0	45.6	48.3	347.9
MAY	33.7	76.2	0.0	100.1	92.4	46.0	0.0	58.8	407.2
JUN	20.2	49.0	0.0	85.9	39.0	39.0	41.8	27.9	302.8
JUL	32.1	59.5	0.0	36.8	55.9	10.7	34.8	37.7	267.5
AUG	32.6	72.2	0.0	4.8	89.7	14.4	24.7	36.7	275.1
SEP	33.9	13.4	0.0	98.6	27.1	39.2	0.0	0.0	212.2
OCT	31.9	60.1	0.0	34.5	35.5	0.0	0.0	55.4	217.4
NOV	23.3	62.9	0.0	45.6	65.7	0.0	0.0	51.6	249.1
DEC	13.6	10.8	0.0	46.5	38.5	13.1	0.0	34.0	156.5
<b>TOTAL</b>	<b>297.5</b>	<b>584.0</b>	<b>3.9</b>	<b>739.2</b>	<b>541.4</b>	<b>206.4</b>	<b>202.7</b>	<b>427.6</b>	<b>3002.7</b>

### 2024 Flight Hours

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	8.0	21.9	0.0	36.3	0.0	6.7	0.0	9.0	81.9

Yellow shading indicates the highest flight time for the month/year.

## Oil Usage:

### 2023 Oil Used

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	0.5	4.0	0.0	3.5	2.5	2.0	1.0	0.0	13.5
FEB	0.5	0.0	0.0	3.0	3.0	0.0	5.5	2.0	14.0
MAR	1.0	3.0	0.0	4.0	0.0	0.0	4.0	3.0	15.0
APR	1.5	2.0	0.0	7.0	3.0	1.0	7.5	4.0	26.0
MAY	1.0	2.0	0.0	7.0	8.0	5.0	0.0	5.0	28.0
JUN	1.5	3.5	0.0	5.5	4.1	4.0	5.0	2.0	25.6
JUL	1.0	3.5	0.0	3.0	5.5	1.0	4.0	3.8	21.8
AUG	2.0	4.0	0.0	0.0	11.0	1.0	5.0	2.5	25.5
SEP	2.0	1.0	0.0	7.5	4.0	3.0	0.0	0.0	17.5
OCT	1.0	5.0	0.0	3.0	4.0	0.0	0.0	5.8	18.8
NOV	2.0	4.0	0.0	1.5	8.3	0.0	0.0	5.0	20.8
DEC	1.0	1.0	0.0	1.0	4.0	0.0	0.0	4.0	11.0
<b>TOTAL</b>	<b>15.0</b>	<b>33.0</b>	<b>0.0</b>	<b>46.0</b>	<b>57.4</b>	<b>17.0</b>	<b>32.0</b>	<b>37.1</b>	<b>237.5</b>

### 2024 Oil Used

MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	0.0	1.0	0.0	2.0	0.0	1.0	0.0	0.0	4.0

Please update Skymanager when adding oil to any aircraft, this data is critical in determining engine performance.

**Only add in FULL QUARTS!**

## Maintenance Tracker as of 02/27/2024

Aircraft	Current Times				50hr Oil Change					100hr Inspection					Annual				TBD	Pilot/Static Check									
	Hobbs	Tach	ACTT	Date	Due	Remainin g Hrs	Hobbs	Tach	ACTT	SMOH	Date	Due	Remaini ng Hrs	Hobbs	Tach	ACTT	SMOH	PTT	Date	Hobbs	Tach	ACTT	C/W Date	Due Date	2000hrs	C/W Date	Due Date		
N89549	4194.6	1373.7	11373.7	2/27/24 12:00 AM	1378.2	4.5						1428.2	54.5	3999.7	1328.2	11328.0	1058.2	1058.2	12/14/23		1328.2	11328.2	12/14/23	12/14/23					
N684SP	7783.8	644.4	6162.5	2/27/24 11:13 AM	626.6	-17.8	7769.9	633.8	6151.9	3454.4	02/20/24	676.6	32.2	7692.9	576.6	6094.7	3394.2	6094.7	12/23/23		7692.9	576.6	6094.7	12/23/23	12/22/24	-1463.0	08/17/23	08/16/25	
N98887	2551.7	771.3	771.3	2/27/24 11:13 AM	793.4	22.1						843.4	72.1	2252.1	743.4	8403.4	4505.4	4505.4	02/01/24										
N62104	11263.9	1961.0	11961.0	2/27/24 11:13 AM	1982.1	21.1	11221.7	1932.1	11932.1		12/04/22	100.0	-1861.0									1756.7	06/27/22	06/27/23	-1633.3	01/12/21	01/12/23		
N96573	8895.3	1052.1	13825.7	2/27/24 11:13 AM	1079.0	26.9	8793.7	984.3	13757.9	52.5	12/16/23	1129.0	76.9	8862.1	1029.0	13802.6	97.2	3730.5	02/12/24		8862.1	1029.0	13802.6	02/12/24	02/11/25	1879.7	05/18/23	05/17/25	
N2806M	1687.7	7105.4	7105.4	2/27/24 11:13 AM	7103.9	-1.5	1548.8	6995.1	6995.1	2009.10	11/05/23	7153.9	48.5	1623.0	7053.9	7053.9	2149.80	2149.80	01/01/24		1623.0	7053.9	7053.9	01/01/24	12/31/24	-201.3	02/04/23	02/03/25	
N4335M	4832.0	816.6	4381.2	2/27/24 11:13 AM	770.0	-46.6	4803.7	789.6	4339.9	2199.11	07/28/23	820.0	3.4	4730.7	720.0	4284.6	2184.75		06/01/23		4730.7	720.0	4284.57	06/01/23	05/31/24	-225.9	03/16/22	03/15/24	
N1963T	3361.0	9437.8	9437.8	2/27/24 11:13 AM	9429.0	-8.8	3355.7	9432.8	9432.8	2205.30	02/22/24	9479.0	41.2	3291.3	9379.0	9379.0	2151.48	1773.78	12/12/23		3291.3	9379.0	9378.98	12/12/23	12/11/24	-210.3	08/08/23	08/07/25	

# Maintenance Summary:

## Summary:

I know the weather has been tough this year, but at the time of writing this, our hours have sprung back up to (298) for the month so far.

This means we're starting to see some planes in for scheduled maintenance twice a month again. As always, we're working to minimize the impact to members whenever possible. Our priority will be keeping the current fleet flying, and work the engine overhauls in the background.

Plan of Attack hasn't changed since last month; All (3) engines are expected to arrive near the same time so our plan is to work 35M and 104 in parallel, and keep 4SP online until 104 is complete.

Chances are pretty good, 104 will be back online before 35M due to the avionics upgrade coordination.

## 100hr/Annual update:

All Condor aircraft have made it through the first round of 100hr/Annuals, and we're starting to see an improvement on the downtime intervals.

The table below has a full summary, and I left 'Annual' vs. '100hr/Annual' description to identify when we made the switch. The biggest outlier was N96573, which had the case crack and derailed the 100hr/annual timeline.

N2806M, completed in (7) days  
N684SP; completed in (13) days  
N96573, completed in (8) days and would have been sooner but weather delayed 'post maintenance' test flight.

## Time Remaining on 100hr/Annual:

N684SP = 32.2  
N96573 = 76.9  
N2806M = 48.5  
N1963T = 41.2

Just a reminder, any aircraft that exceeds the 100hr inspection is still airworthy and can be flown, however no training is permitted.

## N62104: (Offline)

The wings are back!!! Engine due back end of March.

I would like to send a special thanks to Charlie Potts (who lent us his wing cradles) and Ben Kristophel (who lent us his box trailer), Thanks to them I was able to not only drop off, but pick up the wings from Airframe Components in Kendallville, IN. This saved us ~\$4000.00 in crate and freight charges.

Our next steps will be to install the wings, engine mount and engine monitor so we're ready for the engine in March.

## N4335M: (Offline)

Engine is complete and shipping back to KPJC. We will continue avionics work, and engine install.

## N2806M:

100hr completed and we hit our forecasted RTS interval of (5-7) days. Minimal repairs required.

## N684SP:

100hr/Annual completed. Had to replace elevator bearing/bushings, and some other items but it's back online.

We occasionally still see the right fuel gauge spike then return to normal levels. Instead of just replacing the existing gauge, we decided to order a new magnetic/digital system. Which is supposed to be more reliable and not be plagued with the same rheostat corrosion issues of the original fuel sending units.

We are also aware of the 'auto-pilot' issues, and our plan is to remove the 'AP Control Unit' during the next scheduled maintenance and send it off to Autopilots Central for Overhaul/Inspection.

## N96573:

No major issues found during the 100hr, we were able to complete it in (8) days. Delayed slightly due to weather and post maintenance test flight.

Interestingly, we did find a broken rivet on the flap rover track bracket. *So just a friendly reminder to be aware of your airspeed prior to deploying flaps!*

We do have an aging fleet and need to avoid oversteering control surfaces whenever possible.

## Leasebacks:

### N89549:

~54.6hrs remaining on the 100hr

### N98887:

~72.5hrs remaining on the 100hr

## Oil Consumption:

This is another puzzling issue. We are currently consuming more oil than we are recording in Skymanager.

At a cost of ~\$12.00/qt, we need everyone to record oil used. It's also very valuable in determining any potential problems with the engine.

## Checklists:

*Please be sure to return the 'checkmate' checklists.* They cost us ~\$20.00 to replace, and are disappearing at a rapid rate.

We have considered tethering them to the panel but feel this shouldn't be necessary and definitely not ideal for pilots and instructors.

## Sparing and Maintenance Standards:

I wanted to share a few standard practices we implemented for the Condor fleet and have built up some spares to reduce downtime.

1. 50hr Oil Changes & 100hr Annuals (seat track inspections during the 50hr so we never exceed the AD).
2. Overhaul Mags at 750 TIS
3. Start Oil Sample Analysis at 1500hrs. (this gives us 10 samples/baseline prior to reaching TBO)

## REMINDERS:

### OIL:

#### N89549 & N98887:

Use **Aeroshell 80**, only add when below 5qts, and add only full quarts.

#### N684SP, N62104, N96573, N2806M, and N1963T:

Use **Aeroshell 15w-50**, only add when below 5qts, and only add full quarts.

#### N4335M:

Use **Aeroshell 15w-50**, only add when below **9qts**, and only add full quarts.

### Report all Oil Consumption in SkyManager

Would you report this before flying?



## YOU SHOULD!

Please report all concerns, questions, or problems to Chip Vignolini.

Call, Text, or Email

(412)215-1225

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

# CONDOR AERO CLUB REGULAR MEETING

## Meeting Minutes

January 2<sup>nd</sup>, 2024

Look for February meeting minutes in next month's newsletter

*Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., February meeting minutes are approved at the March meeting)*

### CALL TO ORDER

Vice President Chris Miladinovich called the January 2024 Meeting to order AT 8:05 P.M.

VP Chris Miladinovich welcomed everyone and asked the visitors and guests to stand and introduce themselves. Chris acknowledged those with new ratings and congratulated them on their accomplishment. He commented on the "awesome 1<sup>st</sup> Flight/Christmas Party" and thanked Carrie and all those who helped. He also noted Ross Edmondson's "Round The World in a Cessna 182" Aircraft presentation in November was very much enjoyed by all.

### MINUTES

V.P. Chris Miladinovich read the November 2023 Minutes. Dan Cox moved and Jason Jodkin seconded, "The November 2023 Minutes are approved." - Motion carried.

READINGS: 1<sup>ST</sup> Reading - Roger Jones  
Robert Pribish  
2<sup>nd</sup> Reading - Dereck Kelly  
Nash Leslie  
Alexander Richter

### TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account Balances as of December 1, 2023:

Cash Flow for November 2023 (Cash basis)

Accounts Receivable	-	-\$35,906.30
Total cash checking accounts:		
Beginning balance	-	\$132,616.09
Inflows	-	66,659.64
Outflows	-	33,189.15
Net	-	33,470.49
Balance as of 12/1/2023	-	\$166,086.58



First Commonwealth Line of Credit:

Rate	-	9.50%
Line of Credit	-	Line: \$25,000.00
		Balance \$0.00

Note: Off field fuel reimbursement as of November 24, 2023: \$6.30

October Outflow highlights:

Fombell Aviation	-	\$16,134.240 for maintenance
American Express	-	\$8,391.79 for fuel
FCB Sweep Account interest	-	\$463.01 - YTD - \$1,727.06
Refund check from Insurance Carrier	-	\$1,331.00 for N4335M

Fred Kim moved and Jason Jodkin seconded, "The Condor Aero Club 12/1/2023 Treasurer's Report 12/1/2023 is accepted as read." - Motion carried.

MAINTENANCE REPORT

Maintenance Director Chip Vignolini reported the maintenance done for Condor aircraft November and December. Please refer to the very informative Condor Newsletter by Chris Vermilya for the full maintenance report. The report is also attached.

N2806M will be back on line 1/3/2024. N96573 is in maintenance for the 100 hour inspection and a crack repair. N684SP and N4335M will have engines back the end of January.

MEMBERSHIP SURVEY

Alan Connor reported the Condor Club survey is being analyzed and tabulated. He thanked all who returned the survey and said the results will be taken at heart.

LEWIS FREEDOM GIFT OF FLIGHT - The Lewis Aviation Gift of Flight will be awarded in April. The gift may be used for attaining a Privat Pilot License, a commercial rating, or an instrument rating.

NEW CONDOR FLIGHT INSTRUCTORS – Chief Flight Instructor Chris Vermilya reported the following pilots have been appointed as Condor CFI's: Joe Larson and Chris Wohlgemuth.

FUTURE PROGRAMS – February: Connected Health AME Program. March: Allegheny FISDO

PROGRAM

The January program was "Stump The Instructor" led by Chris Miladinovich. It was open for questions. If the Instructors are stumped, a \$50.00 credit will be put in the member's account. Harold Repasky stumped the instructors and will receive \$50.00 in his Condor account.

ADJOURNMENT

Chris Vermilya moved and Fred Kim seconded, "The January 2024 Regular Condor Meeting is adjourned.

-Motion carried.