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Photo Credit: Chris Vermilya

Red Bull Stunt Goes Awry

In an attempt to set a world record, two pilots simultaneously jumped out of separate Cessna 182s and attempted to sky dive into the opposite plane and land safely. The event was live streamed on Hulu and was the result of intense planning and training by both pilots and their support teams. From the AOPA article:

The stunt involved putting the two Cessna 182s into a synchronized nosedive at 14,000 feet, with an airbrake deployed and autopilot set to maintain the dive. Both pilots then jumped out of their respective aircraft to attempt to reach the other aircraft in freefall. According to Red Bull, the aircraft required "a custom-built autopilot system to ensure they stay on the correct trajectory." They were "fitted with a speed brake and larger than standard wheels to help create more drag and slow the rate of descent, as well as ensure the skydivers can catch up to them. The autopilot will activate once the pilots have manually entered the nosedive and switched the engines off to cause the planes to stall in mid-air."

Unfortunately, the event did not go as planned and one of the 182s entered a spiral that sent the aircraft into the ground. More of the details can be found at the link below for anyone looking to learn more of the details.

As a result of the failed attempt and subsequent crash, both pilots have had their certificated revoked.

<https://www.aopa.org/news-and-media/all-news/2022/april/25/faa-investigating-red-bull-plane-swap-attempt>

What are your thoughts on aerial acrobatic stunts of this nature?



President's Corner

by Keith McPherson

Hi Everyone, we're back home...almost!

With the majority of the runway work completed, we have the majority of the fleet back home at KPJC. 573 remains at KBTP for those who want to do night flying.

The latest update from Dave Holman, our Airport Manager, is that the runway/taxiway lighting, as well as grinding, grooving, and painting, should be completed by mid-June.

Keep an eye on NOTAMs, as there will be some half-day and full-day closures to complete the work. I'm told to expect a half-day closure in early June, a full-day on 6/14 for runway grooving, and a half-day on 6/15 for painting. All weather-permitting of course.

By late June, all the closures we've been dealing with the past 3 summers will be over, and we'll have a brand new 5002' runway.

Enjoy!

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!!!

- Omkar Kulkarni – First Solo – May 11th, 2022
- Michael Stand – First Solo – May 23rd, 2022

General Club Meeting

The Condor Aero Club will meet on **Tuesday June 7th at 8pm at KPJC**. Please plan to attend for information on club business, introductions to new members, maintenance and financial updates, and more!

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!

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 sign-off on the winter seminar.

Dues and Insurance – 2022 dues and insurance have been billed to your account and were due on December 31st, 2021. 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
<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.

Callout this month specifically for our instrument students! As you work towards your rating, it can sometimes feel like a long journey. Hang in there! The possibilities that await are amazing and it will be worth the effort you're undertaking to get there. Remember, we live in western Pennsylvania, if you haven't been weathered out by a lingering layer in the morning or a system that just won't move on, you will be eventually!

While you continue to practice approaches and avoid the temptation to peek outside, below are a few tips and tricks to keep in mind.

Tips taken from Airplane Academy (<https://airplaneacademy.com/16-actionable-tips-and-tricks-for-the-instrument-rating/>)

- Get Some Actual IFR – Flying under the hood or behind foggles is NOT the same as flying in actual IMC! Personally, I think a few hours of actual IMC should be required as part of an Instrument curriculum.
- Be Ahead of the Airplane – This includes all phases of flight. It's easy to get complacent in cruise but if you're sitting bored, there's always something to be doing!
- Memory Technique for GRABCARD, FLAPS, etc. – For our rate pilots, do you remember some of these basics?! No cheating...
- Brief Approaches So There Are No Surprises – it is never too early to brief an expected approach! The approach may change but if it ends up being as expected, always better to have it ready to roll.
- Train at Night – Flying at night makes it harder to peek out from under the foggles. This is a great way to get some closer to real time practice.
- Always Scan and Cross-Reference Instruments – Don't skip past those primary and secondary reference questions on the written, they are there for a reason!
- Hacks for Copying Clearances – There are more out there than just CRAFT...
- Know Your Backup Systems – Different Condor aircraft have different backup systems, know the plane you're flying2!
- Know How to Diagnose Pitot Static Failure – In a world where we train to trust our instruments, know what a true failure looks like.
- Know the Pitch and Power Settings of Your Airplane – Remove the variables for all of your approaches.
- Use a Moving Map with Integrated Approach Plates – We're lucky to have some great avionics at Condor but do you supplement with electronic flight bags?
- Watch YouTube Videos of Approaches With Your GPS – Practice your GPS sequencing!
- Use a Simulator – One of the best uses of some of the desktop simulators is approaches!
- Take Your Written First – Get it out of the way!
- Fly Often – this is the best tip on the list. Practice, practice, practice!

Plane Talk from our Chief Flight Instructor

by Greg Jarosz

Check out this spot next month for more insights from our Chief Flight Instructor!

Member Spotlight – Meet Lee Ann Singleton!

What certificates/ratings do you hold?

CFI / CFII / MEI

How many hours do you have?

1400

How long have you been flying?

Off and on for 28 years

When did you join Condor?

6 months

What prompted you to look skyward?

Had a family friend who was a Northwest Airlines pilot and his son, an American Eagle pilot at the time, took me flying in their Cessna 172.

What is your favorite part of flying?

The pilot camaraderie

What is your next aviation goal?

1500 hours / ATP

What is your favorite aircraft?

Not sure I have an overall favorite. My favorite aircraft in the club is the Archer. I'm partial to airplanes with two engines, though (for safety). :)



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!

- Jason Mittenzwey
- Sarah Souders
- Chris Wohlgenuth
- Richard de Vries

Upcoming Events

As we return to normal... or at least a new version of normal, mark your calendars for these upcoming aviation events!

- KRVL – Fly-In Breakfast, every second Saturday of the month
- KCBE – Fly-In Breakfast, last Sunday of the month during the summer
- N56 – Fly-In Breakfast
- Other Fun Trips!
 - WV08 – Island Airport in West Virginia
 - 8N1 – Grimes Airport in Bethel, PA, home of the Golden Age Air Museum

Looking for a fun place to fly? Check out the Recommended Airport list along with other great information at the link below. Please share your pictures as well!

[Condor Google Drive](#)

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) - \$84 |
| N98887 (C172) - \$110 |
| N96573 (C172) - \$110 |
| N62104 (C172) - \$110 |
| N684SP (C172SP) - \$115 |
| N2806M (P28A) - \$115 |
| N1963T (P28R) - \$125 |
| N4335M (P28B) - \$150 |

Off field fuel reimbursement:
\$5.95/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

Maintenance Corner

May 2022

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

Jason's Aviation Services

700 Tasa Drive,
Zelienople PA 16063

Jason (board/club member and business owner) is responsible for all A&P (Aircraft and Power Plant) and IA (Inspection Authorization) services to our fleet, as well as other customers on the field.

Jason's normal business hours are;

Mon-Fri: 10:00 – 5:00

Unlike other shops, the Condor fleet is given priority over other customers, but we have to keep in mind the Condor fleet is not the only work Jason has.

He is often at the airport outside of normal business hours, but could be working on other projects.



Apr. Completed Maintenance:

GPS Databases on all Aircraft:

Completed successfully

N89549:

Complete and will be online when airport opens.

N96573:

Replaced tach and installed new LORD shimmy damper

N98887:

50hr completed and replaced left mag

N62104:

N684SP:

N2806M:

N4335M:

Avionics shop troubleshooting autopilot and completing annual inspection.

N1963T:

Please Continue to Email or Text me with all Issues:

I'm not in the clubhouse every day and information written on squawk sheets may get missed.

More importantly, if an aircraft needs to be grounded, we need to know as soon as possible to avoid any other members taking it by mistake.

I do record every issue in excel, so we can trend reported problems, track recurring issues, etc.

This issue

Maintenance Update **P.1**

Flight Times, Cowl Plugs, Spring

Operations **P.2**

Maintenance Summary **P.3**

May. Planned Maintenance:

N89549:

N96573:

50hr inspection, muffler replacement

N98887:

50hr inspection, window latch repair

N62104:

50hr inspection, window spring replacement

N684SP:

N2806M:

50hr inspection

N4335M:

Auto-pilot and avionics troubleshooting.

N1963T:

How to Report an Issue (Reminder):

1. Take Pictures
2. Fill out Squawk sheet in Condor Pilots Lounge
3. Text/Email Chip Vignolini, 412-215-1225, chipvig@gmail.com
4. If there's 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'll also find a 'grounded' sign in the back seat pocket. Please place this on the dash.

EYE ON IT

Taxiways:

Please **DO NOT** taxi around the end of the hangar rows to the west nearest the road. This area is not marked, nor wide enough, and was never intended to be a taxiway.

Also, please remember to do all pre-flight & briefing activities in the hangar, so when you pull the plane out you can close the hangar door and expedite engine start and taxi clear of the chute for other planes.

Spring Flying Tips:

Keep an eye on the crosswinds. If they exceed your personal limitation, please divert to another airport. KBTP is an excellent option; usually crosswinds in KPJC are headwinds at KBTP.

Once there call myself or another Board Member and we'll make arrangements to get the aircraft back to KPJC

Considerate to other Members:

Please clean up the aircraft after your flight. Take your trash with you, and make sure to wipe down the leading edges, front of the cowl, and the windshield.

No one, including YOU, wants to show up to an aircraft left in disarray. Cleaning it once per flight is enough, no one wants to clean it before you leave and when you return.

What's required prior to Preflight and Departure?

Always 'check-out' the aircraft in Skymanager and have a destination in the 'Comments' section.

Aircraft 'check-out':

It doesn't seem like a major violation, right? Unfortunately, it is, you could have just departed with an airplane that was grounded and never squawked! A HUGE safety concern, and one of the things that keeps me up at night.

Our clubhouse is unattended, and as members report problems, we may need to ground an aircraft over the phone. Within Skymanager, the plane N number is **bolded RED** and you cannot check the plane out. But the paper squawk may not have been updated.

If you fail to 'check-out' the aircraft, you would never know!

Unfortunately, this has occurred (10) times in the last year that I'm aware of, and luckily without incident.

I'm not trying to be a PITA, just making sure everyone is safe!

Proper Installation of Cowl Plugs:

This continues to be a problem. It's always important to ensure the cowl plugs are installed correctly after every flight. This helps to keep the engine warm, birds out, etc. I realize we hangar the planes, however we have birds in the hangar, and its good practice when off-field.

The cowl plugs should be inserted with the lettering facing outward (you can see it), and the zipper to the back. They should form a seal around the opening to keep the heat IN and birds and foreign objects out!

The strap should be on the outside of the prop, so if a pilot forgets to remove during preflight, the prop would rip the plugs out. There have been NTSB reports where the plugs were sucked into the engine because the strap was under the prop.

Missing Check-Lists and Gust Locks:

Please do not remove the Check-List and Gust Locks from the aircraft, and if you happen to take it with you by mistake, PLEASE RETURN IT!



Flight Time:

| 2020 | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|--|-------|--------|
| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | | 2806M | TOTAL |
| JAN | 0.0 | 24.8 | 0.0 | 0.0 | 24.9 | 30.7 | | 38.6 | 119.0 |
| FEB | 0.0 | 33.7 | 45.5 | 0.0 | 56.1 | 21.4 | | 27.6 | 184.3 |
| MAR | 0.0 | 43.9 | 53.3 | 0.0 | 44.6 | 0.0 | | 34.8 | 176.6 |
| APR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| MAY | 0.0 | 52.3 | 64.7 | 0.0 | 59.7 | 20.2 | | 37.7 | 234.6 |
| JUN | 8.7 | 64.2 | 68.8 | 0.0 | 70.8 | 25.9 | | 44.8 | 283.2 |
| JUL | 30.2 | 53.7 | 53.9 | 0.0 | 48.0 | 30.4 | | 52.1 | 268.3 |
| AUG | 17.2 | 26.9 | 58.7 | 0.0 | 75.3 | 22.6 | | 37.8 | 238.5 |
| SEP | 40.2 | 55.7 | 42.2 | 0.0 | 38.9 | 29.9 | | 12.7 | 219.6 |
| OCT | 20.8 | 39.0 | 56.7 | 0.0 | 66.3 | 25.2 | | 19.3 | 227.3 |
| NOV | 27.0 | 42.7 | 41.1 | 0.0 | 51.9 | 10.0 | | 44.3 | 217.0 |
| DEC | 20.2 | 18.7 | 24.4 | 0.0 | 41.5 | 10.4 | | 32.6 | 147.8 |
| TOTAL | 164.3 | 455.6 | 509.3 | 0.0 | 578.0 | 226.7 | | 382.3 | 2316.2 |

| 2021 | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 2806M | TOTAL |
| JAN | 31.2 | 23.0 | 43.7 | 0.0 | 11.6 | 15.6 | | 25.1 | 150.2 |
| FEB | 24.3 | 24.6 | 40.4 | 0.0 | 32.3 | 16.5 | | 28.8 | 166.9 |
| MAR | 21.3 | 28.8 | 81.4 | 23.1 | 90.1 | 32.7 | | 43.6 | 321.0 |
| APR | 24.3 | 41.7 | 50.5 | 86.4 | 64.8 | 25.9 | | 44.8 | 338.4 |
| MAY | 33.0 | 42.8 | 48.3 | 109.6 | 84.7 | 12.7 | | 60.0 | 391.1 |
| JUN | 35.6 | 66.5 | 60.7 | 81.4 | 54.3 | 25.9 | | 33.3 | 357.7 |
| JUL | 0.0 | 44.3 | 28.9 | 68.3 | 53.9 | 40.1 | | 33.6 | 269.1 |
| AUG | 0.0 | 35.5 | 80.1 | 41.4 | 54.4 | 20.9 | | 9.7 | 242.0 |
| SEP | 0.0 | 38.3 | 65.2 | 0.0 | 70.7 | 42.6 | | | 37.7 |
| OCT | 0.0 | 37.7 | 49.5 | 40.4 | 11.6 | 24.4 | 14.3 | 36.1 | 16.0 |
| NOV | 0.0 | 55.9 | 51.9 | 53.2 | 58.7 | 28.5 | 10.6 | 54.8 | 313.6 |
| DEC | 0.0 | 50.7 | 39.6 | 49.2 | 41.3 | 9.7 | 26.9 | 53.4 | 270.8 |
| TOTAL | 169.7 | 489.8 | 640.2 | 553.0 | 628.4 | 295.5 | 51.8 | 496.1 | 3324.5 |

| 2022 | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| MONTH | 89549 | 684SP | 62104 | 96573 | 98887 | 1963T | 4335M | 2806M | TOTAL |
| JAN | 0.0 | 85.1 | 26.2 | 64.7 | 15.1 | 0.0 | 4.1 | 49.3 | 244.5 |
| FEB | 0.0 | 40.1 | 62.0 | 47.1 | 38.9 | 0.0 | 0.0 | 52.9 | 241.0 |
| MAR | 0.0 | 0.0 | 60.8 | 73.7 | 97.5 | 1.4 | 12.7 | 58.1 | 304.2 |
| APR | 0.0 | 69.3 | 62.4 | 84.5 | 65.3 | 37.1 | 20.1 | 64.1 | 402.8 |
| MAY | | | | | | | | | 0.0 |
| JUN | | | | | | | | | 0.0 |
| JUL | | | | | | | | | 0.0 |
| AUG | | | | | | | | | 0.0 |
| SEP | | | | | | | | | 0.0 |
| OCT | | | | | | | | | 0.0 |
| NOV | | | | | | | | | 0.0 |
| DEC | | | | | | | | | 0.0 |
| TOTAL | 0.0 | 194.5 | 211.4 | 270.0 | 216.8 | 38.5 | 36.9 | 224.4 | 1192.5 |

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



Maintenance Summary:

402.8 hours flown in April. All I can say is WOW! And as I commented during the meeting, we experienced all four seasons in April!

We are flying an incredible number of hours! This is now our 14th consecutive month with 200+ hours per month.

Oil consumption is at an all time high. Please be sure you only add oil at or below the 5qt mark on the dip-stick. The sweet spot for the engine running seems to be 5.5qts. Anything other that seems to get blown out the breather immediately.

Another recent challenge is the type of oil that may be in the aircraft due to timing. In the winter months we always run a thinner (5w-50) oil, then move to (w80), and finally (w100) in the summer months. This obviously helps with starting and keeping the engine lubricated with the temperature changes. However, it could also impact the oil pressure readings.

Please only use the oil in the aircraft or associated hangar. If there is none available in either location, please reach out to Jason or I for confirmation of which oil was used during the last oil change.

I also want to touch on **fuel samples** again. This is a critical step of the 'pre-flight'. Recently members have found water in the samples, and it could either be a result of rain, condensation, or new fuel deliveries. Regardless **ALWAYS** check your sample points.

We are now in the height of **BUG Season**. PLEASE, PLEASE, PLEASE clean the windshield and leading edges (this includes the cowling and struts). No one, including me, wants to show up and fly a dirty aircraft! It's tough to see and passengers hate it.

Unfortunately, this is an issue, and I receive several calls and emails stating the aircraft wasn't cleaned. I will reach out to the previous member directly to address these conditions when it's brought to my attention.



We've done our best to perform minor maintenance on the ramp (quietly) to keep the fleet flying, but we were specifically told "NO MAINT on the ramp".

As we transition back to KPJC, we will have a lot of 'catch-up' work on all aircraft.

Some of the open items we are aware of:

N96573 – pilot side door will not lock (the pin isn't long enough to reach the handle). Please continue to lock the baggage compartment. The gust lock is missing.

N2806M – Oil inspection door on the cowling is broken. We are attempting to keep it closed with tape until we can get it repaired. Missing check-list has been replaced, and new cowl plugs installed.

Instrument panel lighting isn't working. The overhead instrument light and individual instrument lights still work (650 is extremely bright). Please make sure to have a flashlight for night flights.

N62104 – Pilot side window lever is missing and the window will not stay open.

N98887 – Passenger side window lever is missing and won't stay on.

N1963T – Experienced engine issues and had to be diverted to KEKN. The members involved executed the diversion perfectly, and landed safely. Most importantly everyone is OK.

The aircraft is currently hangared at KEKN, and Jason will be making the trip down to investigate and determine the necessary repairs.

As we **transition back to KPJC**, I would like everyone to continue sending me squawks via email, text, or phone call. I cannot be at the clubhouse every day, and it helps to expedite and track any known issues.

Lastly, Please **NEVER** hesitate to squawk something you feel is relevant. It's safer for everyone if you report a problem and have Jason look at it. Even if it turns out to be nothing, it's still the behavior we want to encourage and foster.



REMINDERS: Skymanager:

Please don't forget to 'check-out' your reservation in SkyManager prior to preflight.

This is the only way to catch if an airplane has been grounded!

Problems can be reported and planes grounded over the phone, without squawk sheets being updated.

Report Problems:

I track all reported problems, and address issues 1on1 as much as possible. It's also used to catch recurring problems throughout the year.

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

Call, Text or Email

(412)215-1225

chipvig@gmail.com

CLASSIFIEDS

*Have something to share with the club?
A new tenant on the field, something you're looking to sell, an event you want to fly into,
even just a comment to share, we'd love to hear from you!
Send your content to [the editor](#) for publication!*

Submitted by Jay Patrikar

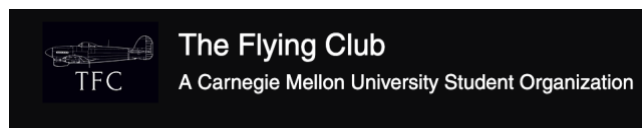
The Flying Club (TFC) at CMU

We are hoping to create an aviation community targeted more towards college students in the Greater Pittsburgh Area. We are less than a year old but boast a strong membership of over 100 members. I would love for other Condor members to know about us and support us. We regularly hold meetings and I think TFC can benefit from the huge knowledge base at Condor!

Check us out - <https://www.cmuflyingclub.org/>

We were also featured in CMU News:

<https://www.cmu.edu/piper/news/archives/2021/june/flying-club.html>



Submitted by Kenneth Millett

Air Ambulance Needs Pilots!

Pilots are required to have a commercial multi rating and meet hour minimums to qualify.

Learn more – <https://www.airambulanceworldwide.com>



CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

April 5th, 2022

Look for May meeting minutes in next month's newsletter

Please note, meeting minutes are not published until they are approved at the beginning of each club meeting (i.e., May meeting minutes are approved at the June meeting)

CALL TO ORDER

President Keith McPherson called the April 2022 Meeting of the Condor Aero Club to order at 8:00 p.m.

President Keith asked the visitors and guests to stand and introduce themselves.

The closure of the Zelenople airport for two weeks to repave and extend the runway was announced.

MINUTES

Dan Cox moved and Fred Gropp seconded, "The March 2022 Minutes of the Condor Aero Club are approved."

- Motion carried.

| | | |
|-----------|-------------------------|-----------------------|
| READINGS: | 1 ST Reading | - Steve Eckerson |
| | | - Brad Herbert |
| | | - Breckin Joy Himmler |
| | | - Dean Roberts |
| | | - Michael Stand |
| | | - James Winnier, Jr |
| | 2 nd Reading | - Jenna Baglio |
| | | - Omar Kulkarni |
| | | - Joseph Thompson |

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following account balances as of 4/1/2022:

Cash Flow for March 2022:

| | | |
|---------------------|---|---------------|
| Accounts Receivable | - | -\$74,905.92) |
|---------------------|---|---------------|

Total cash checking accounts:

| | | |
|------------------------|---|-------------|
| Beginning balance | - | \$57,758.76 |
| Inflows | - | \$36,676.85 |
| Outflows | - | \$26,861.85 |
| Net | - | \$9,815.00 |
| Balance as of 4/1/2022 | - | \$67,573.76 |

First Commonwealth Bank Loans:

| | | |
|----------------|---|----------------|
| Balance | - | \$9,039.94 |
| Rate | - | 4.93% |
| Line of Credit | - | Line: \$25,000 |
| | | Balance \$0.00 |

Off Field fuel reimbursement as of February 22: \$5.95

Mike Bruce moved and Tom Collins seconded, "The March 2022 Condor Aero Club Treasurer's Report is accepted as read." - Motion carried

MAINTENANCE

GPS databases completed on all airplanes.

N96573 – Replaced tach cable and serviced shimmy damper

N98887 – 50-hour completed and replaced starter.

N62104 – Replaced starter; ELT battery; oil temperature/pressure gauge and new probe.

N684SP – Annual inspection completed. New spark plugs and magneto; new nose wheel and left main tire; new nose wheel bearings and vacuum filters.

N2806M – Super 50-hour completed; replaced dimmer for overhead instrument light; repaired co-pilot mic jack; serviced struts; new tube on right main.

N1963T – Super 50-hour completed; replaced 2 new cylinders; replaced nose wheel tire and tube.

N4335M - The Dakota will be in maintenance until the Cruise control is repaired. It is inoperative at the present time.

OVER SCHEDULING – Members were requested to be fair with other members and only schedule airplanes for the time of intended use.

REPORTING A PROBLEM – Take pictures; Fill out a squawk sheet in Condor lounge; test/e-mail Chip Vignolini; If there is another reservation immediately after yours, please contact that member.

MOVING AIRPLANES – The Condor airplanes will be moved to the Butler Airport the 9th and 10th of April.

CONGRATULATIONS – Carrie Matvey has recently been promoted to Captain for the airlines. Congratulations Carrie for becoming an airline captain. A very special achievement.

Captain Larry Schaefer was also congratulated for his flying career of more than 60 years. Larry read a poem for the members and friends that he had penned, entitled "last Flight."

PROGRAM

The CFI's in attendance provided an open forum for any questions pilots may have concerning aviation and/or airplane problems. There ensued a lively discussion period of some of the concerns pilots had. The "Ask Your CFI" Program was very interesting and answered many questions.

NEW PLANE RATES

Rising costs have caused the airplane rates to increase as follows:

| | | | | |
|---------|----------|--------|---|----------|
| N8549 - | \$ 84/hr | N684SP | - | \$115/hr |
| N98887 | \$110/hr | N2806M | - | \$115/hr |
| N96573 | \$110/hr | N1963T | - | \$125/hr |
| N62104 | \$110/hr | N4335M | - | \$150/hr |

ADJOURNMENT

Mike Bruce moved and Bob Belsterling seconded, "The April 2022 Meeting of the Condor Aero Club is adjourned."
- Motion carried.