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Photo Credit: George McGuire

Lewis "Freedom of Flight" Scholarship - Applications

The Lewis "Freedom of Flight" Scholarship 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 2023 are now being accepted! If you would like to apply, please use the link below. Additional detail can be found on the Condor website.

Eligibility Criteria:

- Current Condor Aero Club Member at time of application and award
- U.S. Citizen or U.S. Permanent Resident
- Must have a current FAA Medical or Basic Med
- Must have taken and passed the FAA Private Pilot Written Knowledge Exam
- Must have a Private Pilot (For Instrument Scholarship)
- Must have an Instrument Rating (For Commercial Scholarship)
- Must demonstrate a financial need

Application Link: <https://tinyurl.com/2023lewisflight>

Additional Information: <https://condoraero.com/Scholarship.html>



President's Corner

by Keith McPherson

Please check back next month for words from our president!



Earning Their Wings!



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

- David Kohanbash – Private Pilot ASEL – January 5th, 2023
- Joe Thompson – First Solo – January 16th, 2023
- Debbie Miladinovich – Private Pilot (ASEL) – January 27th, 2022

General Club Meeting

The Condor Aero Club will meet on **Tuesday March 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 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 – 2023 dues and insurance have been billed to your account and 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
<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.

Coordinated flight is something we learn from the very beginning. As soon as you're airborne, your CFI will be the ever-constant reminder to keep the ball centered and the aircraft coordinated. But flying coordinated is more of a testament to your stick and rudder skills than being able to keep the ball caged. Consider turns for a moment and ask yourself this question: do you anticipate the control inputs needed or do you react to the effects of the turn?

As an [article in Aviation Safety](#) points out, the reality is that many pilots often let the airplane get somewhat out of coordination, especially when beginning a turn. Then, realizing what they're (not)

doing, they add pressure to a rudder pedal and/or change the bank angle to bring things back into line. Seasoned pilots learn to fly by the seat of their pants and can feel an uncoordinated maneuver. Naturally they can then react faster. Our goal is to not only feel and correct uncoordinated flight but anticipate the control inputs needed (when possible).

As you learn to trust your butt in the seat, another way to improve is to put someone in the back seat. In most small GA aircraft, it takes a decent amount of yaw to feel it (without practice). We sit so close to the CG that, for us, a lot of what we have to develop is seeing rather than feeling. However, back seat passengers will feel every yaw movement. Take a flight with someone in the back seat and have them call out whenever they feel a sideways slide (suggestion from [this post](#)).

Finally, know your skids from your slips! You don't have to be a physics major to be a pilot, but knowing the 'why' behind the behavior makes it easier to correct and prevent.

Take pride in your stick and rudder skills, you'll be a much better pilot if you spend time on the basics. Think through and talk with your CFI on how coordinated flight plays into everything from your required maneuvers to crosswind landings to stall/spin avoidance.

Plane Talk from our Chief Flight Instructor by Jake Vagias

NEW MEMBER ENROLLMENTS

The Condor Board continues to strive to improve, simplify, and standardize the doorway for prospective new members into the world of Condor membership. Over the past few years as membership swelled, many managerial issues arose which necessitated revisions to the process. Gone are the days when a prospective new member could walk into a membership meeting, fill out an application, write a check to Condor, and 'voila', were accepted as a member.

Now, individuals seeking to become Condor members need to go to the Condor website, tab to OVERVIEW, click the link on the right-hand column, and proceed from there.

New Member Documents:

[Request for Condor Club Membership \(Online\)](#)
[Minor Responsibility Form](#)
[Instructor Checkout Form](#)

Application can only be made online. Applicant information will be loaded into our data base and then disseminated to the CFIs who will contact and choose whom they wish to work with on enrollments/checkouts. Except for Discovery Flights, every potential new member needs to have an arrangement for training/checkout with a Club approved CFI before any flights are conducted.

When promoting Condor and the value of being a member to prospective new members, you can help by providing this information.

Direct any questions to Jake Vagias, Chief CFI.

Member Spotlight – Meet James McKenna!

What certificates/ratings do you hold?

Private Pilot, SEL

How many hours do you have?

350

How long have you been flying?

Since early 2020

When did you join Condor?

December 2022

What prompted you to look skyward?

I always wanted to give it a try. When I retired from the full-time practice of law, I decided that was a good time, and I have enjoyed it ever since. Also, one of my sons is a pilot.

What is your favorite part of flying?

Cross country. I enjoy going to different airports.

What is your next aviation goal?

I would like to get an instrument rating.

What is your favorite aircraft?

C-172, N96573. I am working on upgrading to the Pipers and the 172 SP

Any words of wisdom to share?

It's never too late to start flying, and never too late to keep learning about flying.



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!

- Parag Batavia
- Matthew Kinkead
- James McKenna
- Michael Schultz
- Paul Smith
- Camden Daley
- Yang Hong
- John Ley

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

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
- 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) - \$90
N98887 (C172) - \$120
N96573 (C172) - \$120
N62104 (C172) - \$120
N684SP (C172SP) - \$125
N2806M (P28A) - \$125
N1963T (P28R) - \$135
N4335M (P28B) - \$155

Off field fuel reimbursement:
\$6.49/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

Feb 2023

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

No Report is Too Small!

This continues to be a problem. Please do not hesitate to report any potential problem.

Recently we pulled the LH tank from N1963T to repair/replace the fuel sending unit. Inside the tank we found the fuel farm filler nozzle cap. Unfortunately, this incident was never reported.



Fortunately, the fuel tank design and fuel system incorporate a screen along an extended portion of the fuel line pickup, and the nozzle cap would not be able to prevent fuel flow. However, the constant agitation of the cap/foreign debris, could cause excessive wear on the fuel sending unit, requiring it to be replaced sooner than normal.

This is obviously something you would know happened and was never reported.

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:

50hr inspection/oil change

N98887:

Comm2 serviced

N62104:

Engine removed and shipped to PennYan for overhaul, Oil cooler and engine mount sent out for overhaul, started annual on airframe

N684SP:

50hr inspection/oil change, replaced seat pocket elastic cord, replaced LH Wing Tip NAV light, started Annual

N2806M:

50hr inspection/oil change, repaired broken wire on co-pilot mic jacks

N4335M:

50hr inspection/oil change

N1963T:

Planned Long Cross-Countries and Overnight Stays:

Let's face it, this is why most of us joined a flying club. But please give me a heads up a few days in advance on any planned flights over 5hrs. I'm only asking, because I may not catch it in Skymanager and would like to ensure the oil change or maintenance is done prior to your departure.

I left this in as a reminder, but I wanted to thank everyone who has already reached out. This has been very helpful in coordinating maintenance prior to your flight or when you get back. In a few cases, members have returned early and we were able to get the 50hr Inspection/oil change done, prior to placing it back online for the next member's reservation. Thank you again!!

This issue

Maintenance Update, Planned Long X-Countries **P.1**

You are an owner, flight times **P.2**

Maintenance Summary **P.3**

Feb. Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:

50hr inspection/oil change

N98887:

Annual

N62104:

continued work on airframe and prep for engine return

N684SP:

Complete annual

N2806M:

50hr inspection/oil change

N4335M:

50hr inspection/oil change

N1963T:

50hr inspection/oil change

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 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:

Please ensure the cowl plugs are installed and the block heaters plugged in, reference 'cold-weather' starting procedures!

Question: which way should the zippers face when the cowl plugs are installed correctly? First one to send me an email WINS.

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!

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:

2022 Flight Hours

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	1.7	60.1	34.3	103.8	61.5	0.0	19.9	104.7	386.0
JUN	51.6	76.6	8.4	111.4	84.5	0.0	44.1	72.3	448.9
JUL	41.4	61.5	93.4	18.8	78.1	0.0	47.7	73.8	414.7
AUG	45.6	97.2	0.0	90.0	100.1	0.0	6.9	22.1	361.9
SEP	0.6	48.2	4.4	118.8	60.8	8.9	52.7	72.9	367.3
OCT	0.0	71.7	58.2	113.2	54.8	35.4	62.2	76.9	472.4
NOV	2.8	25.6	64.2	35.6	29.3	14.2	19.6	37.4	228.7
DEC	13.9	28.5	44.0	44.8	22.0	15.6	22.4	45.4	236.6
TOTAL	157.6	663.9	518.3	906.4	707.9	112.6	312.4	729.9	4109.0

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									0.0
MAR									0.0
APR									0.0
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	11.7	30.2	3.9	45.8	20.6	16.0	9.2	13.5	150.9

* Flight Times dropped Significantly due to weather

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

Oil Usage:

OCT	0.0	5.5	6.0	9.5	5.5	1.5	10.0	3.8	41.8
NOV	0.0	0.0	4.3	2.5	1.0	0.0	2.0	3.0	12.8
DEC	0.5	0.0	3.0	3.0	3.5	2.0	3.5	4.0	19.5
TOTAL	0.5	5.5	13.3	15.0	10.0	3.5	15.5	10.8	74.1

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

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 2/27/2023:

Airframe	Current Times				50hr				TBO	Annual				Static Check		Registration				
	Tach	Hobbs	ACTT	Date	Due	Remaining Hrs	Tach	ACTT	Hobbs	Date	2000hrs	Tach	Hobbs	ACTT	C/W Date	Due Date	C/W Date	Due Date	Issue Date	Expiration Date
N684SP	168.0	7155.2	5686.1	2/27/23 10:50 PM	202.3	34.3	152.3	5670.4	7133.1	01/18/23	-986.6	157.9	7140.9	5676.4	02/07/23	02/07/24	09/03/21	09/03/23	04/19/05	04/30/23
N62104	1961.0	11263.9	11961.0	2/27/23 10:50 PM	1982.1	21.1	1932.1	11932.1	11221.7	12/04/22	-1633.3	1756.7			06/27/22	06/27/23	01/12/21	01/12/23	09/30/85	04/30/24
N96573	550.8	8181.8	13324.4	2/27/23 10:50 PM	579.8	29.0	529.8	13303.4	8152.1	02/13/23	881.4	184.8			08/03/22	08/03/23	08/03/22	08/03/23	06/18/11	06/30/27
N2806M	6732.00	1229.60	6732.00	2/27/23 10:50 PM	6754.92	22.9	6704.92	6704.92	1195.60	01/03/23	172.1	6490.9	941.1	6490.9	08/22/22	08/22/23	08/22/22	08/02/24	07/14/10	11/30/23
N4335M	655.70	4663.50	4220.30	2/27/23 10:50 PM	674.28	18.6	624.28	4188.90	4631.50	01/13/23	-65.0	354.11	4354.1		05/12/22	05/12/23	03/11/22	03/10/24	11/02/21	11/30/24
N1963T	9241.20	3119.10	9241.20	2/27/23 10:50 PM	9289.92	48.7	9239.92	9239.92	3117.50	02/15/23	-13.7	9163.56		9163.56	09/09/22	09/09/23	07/17/21	07/17/23	09/05/86	04/30/24

Maintenance Summary:

Engine Update for N62104;

As you know, the engine was removed on Jan 7th, and shipped to PennYan on Jan 11th.

The engine mount was also removed and sent for overhaul. Along with the prop and oil cooler, and glare shield recovering.

The oil cooler came back with no issues, and the glare shield has been recovered. The prop overhaul is complete, just needs returned.

However, the engine mount was twisted and the welds were questionable. So, the mount is being rebuilt as we speak.

New seat tracks, wingtips, flap roller bearings, and lower instrument panel make up most of the airframe repairs. Many of the parts have been received, and we will be working to get them installed this month.

Our target is to have all airframe work completed prior to the engine returning from PennYan.

Avionics Update for N4335M;

No New Updates

Just a little history for those that may not have been members at the time.

N4335M was purchased with the understanding that we would completely upgrade the avionics. Unfortunately, due to supply chain issues we were forced to perform the upgrades in phases.

The first phase was to install (2) G5s, and a GNS 430W, keep the Stratus ADS-B, and get the aircraft back online as quick as possible.

Phase 2, included swapping the GNS 430W with a GNT 650xi, swapping the (2) G5s with GI275s, and installing a GTX345.

All Phase 2 equipment has been received and now needs installed. Based on our experience with Airquest with Phase 1, we are considering alternative shops for Phase 2. Ideally, we will get this all completed in the Jan/Feb.

The avionics currently in N4335M will be repurposed in our existing fleet.

Aircraft Maintenance Datasheets:

The individual Aircraft Maintenance Datasheets are extremely helpful for check-rides, think of it as a summary or cover page for the logbooks so you can easily find the last AD C/W (Comply With) entries. These datasheets will be made available as requested, and possibly posted in the clubhouse on a regular basis.

Member Feedback:

What updates or upgrades would you like to see to our fleet? Please send them to me!

I have a few in mind, but would really appreciate hearing your thoughts and see if we can get a few of them completed.

Please DON'T Force ANYTHING!

Sounds simple...As mentioned before, we have an aging fleet, but everything should move freely and not require excessive force.

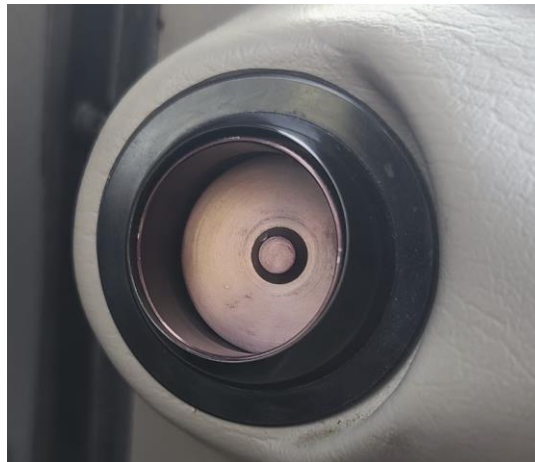
If you are having trouble **PLEASE ASK!** Either reach out to a flight instructor or myself. We would much rather have a phone call vs. a repair bill.

We've had a few things come up recently which led to larger repair costs.

On N684SP, the co-pilot vent was pushed in causing it to break. These vents have a knurled outside ring. To operate, you turn the ring to open and close.



Vs.



Door Locks:

The locking mechanism can be turned while the door is open. If the door doesn't shut, instead of slamming it, please ensure the lock is in the 'un-locked' state.

Likewise when exiting the aircraft, especially in Pipers, make sure the door is un-locked, otherwise you may end up locking the keys inside the cockpit.

If this happens to you, a trick to keep in mind is the 'D' window lock/latch will turn from the outside, and you may be able to reach in and grab the keys or at least have a shot with a coat hanger without prying the door open.

Oil Dipstick:

Please do not overtighten, simple snug it down. I think some of us may not know our own strength at times.

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 8qts, and only add full quarts.

Report all Oil Consumption in SkyManager

Report Problems:

I track all reported problems, and address issues 1on1 as much as possible. It is 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

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

January 3rd, 2023

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 3, 2023 Meeting of the Condor Aero Club to order at 8:00 p.m.

Chris thanked Cindy and JP Smith for the delicious food they prepare for the Meetings.

Chris Miladinovich asked the visitors to stand and introduce themselves

MINUTES

Fred Gropp moved and Tom Collins seconded, "The Minutes of the November 2022 Meeting are approved."
- Motion carried.

READINGS	-	1 ST Reading	-	Parag Batavia
				Matthew Kinhead
				James McKenna
				Michael Schultz
				Paul Smith
		2 ND Reading	-	Camden Daley
				Yang Hong
				John Ley

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account balances as of 1/1/2023:

Accounts Receivable	-	-\$56,035.620
TOTAL Cash Checking Accounts:		
Beginning Balance	-	139,358.75
Inflows	-	46,771.69
Outflows	-	83,229.56

Net	-	-36,457.87	
Balance as of 1/1/2023	-	102,900.88	
First Commonwealth Line of Credit;			
Rate	-	7.75%	
Line of Credit	-	25,000.00	Balance \$0.00

Off field fuel reimbursement December 1, 2022 - \$6.49

Note: AJ Gallagher Risk Management (Insurance) - \$60,575.00 (Paid)

Al Gallagher Risk Management (Hangar Insurance) \$2,001.00 (Paid)

Kip Sobel moved and Jeff Kuzma seconded, "The December 2023 Treasurer's Report is accepted as read."
- Motion carried.

MAINTENANCE

Maintenance Officer Chip Vignolini reported N62104 will be in maintenance until April. The engine will be shipped to Penn Yan next week.

Please see attached complete maintenance report.

REMARKS – Chris Miladinovich thanked all of those members who attended the First Flight/Christmas Party
Chris also thanked all members who answered the survey that was sent. A Survey will be sent annually. The Survey helps the Board to understand member's desires and problems.

DUES AND INSURANCE - The annual Dues and Insurance, due January 1, 2023, list of paid and unpaid members has been noted by Treasurer Bob Miladinovich. Unpaid members will lose the ability to see, schedule, and dispatch any Condor Aircraft from Sky Manager.

NEW BUSINESS

CHIEF FLIGHT INSTRUCTOR - Jake Vagias has been appointed Chief Flight Instructor. Jake has graciously accepted the office.

INITIAL MEMBERSHIP FEE

The Board of Trustees has elected to raise the initial fee for membership of the Condor Aero Club to \$1,000.00 from \$500.00. The Club By-Laws state this must be a vote by the membership,

Motion: Kip Sobel moved "To raise the initial cost of joining the Condor Aero Club from \$500.00 to \$1,000.00.

There was some very good discussion regarding the pros and cons of raising the Initial fee. The members agreed to raise the fee.

Mike Bruce seconded the Motion." - Motion carried.



ADJOURNMENT

The January 2023 Meeting of the Condor Aero Club was adjourned by “Common Consent.”