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Photo Credit: Chris Vermilya

BasicMed Privileges Expanded

This article is from the AOPA News and Media outlet, published on November 14th, 2024 (some content omitted) – [Full Article](#)

Under the new law signed May 16, pilots may now use BasicMed privileges to fly aircraft weighing up to 12,500 pounds and certified to carry up to seven occupants. The previous aircraft weight limitation was 6,000 pounds, with certification for up to six occupants.

BasicMed was created by a 2016 law following years of advocacy by AOPA seeking to reduce the needless bureaucracy and expense of traditional medical certification. The FAA regulations that implemented the program took effect in May 2017. Since then, BasicMed has been recognized by Mexico, the Bahamas, the Dominican Republic, the Commonwealth of the Northern Mariana Islands, and various U.S. territories. AOPA continues to work to expand acceptance of BasicMed to Canada.

Rep. Sam Graves (R-Mo.), chairman of the House Committee on Transportation and Infrastructure, said, “BasicMed has been a success, and its improvement and expansion was a high priority of mine when writing the FAA Reauthorization Act of 2024. As a professional pilot, I know our aviation sector would not be where it is today without a strong general aviation community. That’s why I worked relentlessly with AOPA’s Mark Baker to ensure that the new aviation law included the first-ever section, or title, dedicated to GA. Mark and I share the goal of allowing more pilots the freedom to fly, and the expansion of BasicMed—a cornerstone of the FAA law’s GA title—will do just that.

In required reports to Congress since 2017, the FAA has concluded that BasicMed has no impact on safety, with no difference found between the safety records of pilots flying under BasicMed compared to pilots flying with third class medical certificates.

As more time and hours accumulate, the case for removing the remaining limitations on BasicMed operations and aircraft grows stronger. Two significant operational limitations remain: Pilots flying under BasicMed must remain at or below 18,000 feet, and not exceed 250 knots indicated airspeed.

BasicMed allows a pilot to be examined by either an aviation medical examiner or his or her own state-licensed physician every 48 months. The program also requires pilots to take an online medical education course every 24 months.

The FAA reauthorization also expanded the use of BasicMed to designated pilot examiners. This provision became effective the day the bill was signed into law, May 16. The statutory language states that “notwithstanding” current regulations to the contrary, “an examiner may administer a practical test or proficiency check if such examiner meets the medical qualification requirements under” FAR Part 68, the regulation governing BasicMed. The law gives the FAA three years to issue a final rule updating Part 61 to reflect this, but again empowered pilots using BasicMed to serve as DPEs without delay.



Leadership Corner

by Keith McPherson

Happy Thanksgiving! By the time you read this, Thanksgiving will be behind us, and we'll be looking forward to the holidays. The season delivers some of the best flying weather of the year – cooler temperatures, clear skies, better aircraft performance – and many of us take time off from work over the holidays to visit friends and families.

Turning a long drive into a shorter flight is a great use of our pilot certificate, and one of the reasons we all learned to fly. This also requires diligent pre-flight planning, including possible delays which would extend our flights into the evening hours (we're all night-current, right?). Instrument pilots should also be aware of temperatures aloft to avoid encountering airframe icing as Minimum Enroute Altitudes (MEAs), especially over the mountains, may be too high to remain above the freezing level. Please do not let "get-there-itis" influence your flight planning - your family will be much happier if you delay and arrive safely a day later.

Enjoy the holidays! As Andy Williams sang, "It's the most wonderful time of the year!" Hope to see everyone at the Condor First Flight Celebration / Holiday Party on December 7th

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!!!

- Christopher Mansfield – First Solo – November 16th, 2024
- JP Smith – Instrument Airplane – October 2024
- Ben Sobel – Private Pilot ASEL – October 7th, 2024
- Roberto Redondo – Commercial Pilot ASEL – October 2nd, 2024

General Club Meeting

The Condor Aero Club will **not** meet for our normal session in December. Instead, we will host the Condor Holiday and First Flight party on Saturday December 7th at 6pm at the American Legion in Zelenople.

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 signoff on the winter seminar.

Dues and Insurance – 2025 dues and insurance have been billed and are due by 12/31! Please ensure your account is paid for full flight privileges in 2025.

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

Condor Board

President

Keith McPherson
(412) 853-3792
keithmac89a@gmail.com

Vice-President

Alan Connor
(412) 969-3820
adcst12@gmail.com

Secretary

Dorothy Meeder
(724) 776-1475
cmeeder@zoominternet.net

Treasurer

Bob Miladinovich
(412) 225-4332
Bob.Miladinovich@condoraero.com

Membership

Carrie Matvey
(412) 418-8547
kcmatvey@hotmail.com

Programs

Cindy Smith
(724) 841-9679
chindy95@yahoo.com

Maintenance/Hangars

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

Safety

Kip Sobel
(412) 848-2333
kipsobel@gmail.com

Chief CFI

Chris Vermilya
(412) 627-3261
vermilyacd1@gmail.com

Condor Instructors

Chief Flight Instructor
Chris Vermilya
412.627.3261
vermilyacd1@gmail.com

Cheyenne Caporosso
724.544.8331
cheyseik@gmail.com

Tim DePaolis
724.650.6896
depaolistimothy@gmail.com

Mike Finke
217.621.0599
mcfinke@att.net

Ron Flinger
724.865.9345
skyking8g7@gmail.com

Brian Garland
724.825.2935
beardoo@msn.com

Greg Jarosz
412.606.1437
jarosziz@gmail.com

Joe Larsen
603.686.1490
josepholarsen@gmail.com

Carrie Matvey
412.418-8547
kcmatvey@hotmail.com

Keith McPherson
(412) 853-3792
keithmac89a@gmail.com

Jessica Miladinovich
(724) 261-8307
jessicarosemiladinovich@gmail.com

Christine St. Onge
724.935.3011
chrisc17b@aol.com

Jake Vagias
724.368.3659
jkvpav@zoominternet.net

JR Vickerman
724.321.7697
velo-one@outlook.com

Tim Weber
412.600.6714
mugseybt39@hotmail.com

Chris Wohlgemuth
724.759.3166
chriswohlgemuth@gmail.com

Brandon Wood
724.986.5721
brandwood429@gmail.com

Mike Woods
412.478.3660
mike.woods.pittsburgh@gmail.com

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.

There are many organizations that offer flight training scholarships for students but did you know some are closer to home than others? For those students looking for assistance in pursuing their certificates and/or ratings, a scholarship can go a long way!

Our local EAA Chapter #857 is once again offering up to \$11,000 in scholarship funding for a student pursuing their PPL certificate. This is a great opportunity to both get plugged into our local EAA chapter and also continue those lessons!

More information can be found below and we would also direct students to speak with Kyle Riedel.

In addition to the PPL scholarship, EAA Chapter 857 now offers hangar access as a member benefit. If there are builders or restorers in search of a location for final assembly/project completion, they are

welcome to get in touch with [Kyle Riedel](#) or [Chuck Warren](#).

Kyle can also be reached at 910-322-5305.



Call for Applicants: Ray Aviation Scholarship




Applicant Eligibility Requirements	Complete the Following Prior to Application Deadline
<ul style="list-style-type: none">• Age 16-19• Possess student pilot certificate• Possess FAA medical certificate (prior to start of training)• Start flying within 60 days of scholarship award date	<ul style="list-style-type: none">• Go To: https://chapters.eaa.org/ea857• Click on: Ray Aviation Scholarship Tab (Left side of page)• Download and Complete the Application Form• Mail in prior to Deadline: January 1st, 2025

Scholarship Recipient receives up to \$11,000 in Funded Flight Training*

* Contingent upon receipt of Ray Aviation Scholarship from EAA National

The Flying Club – A CMU Organization

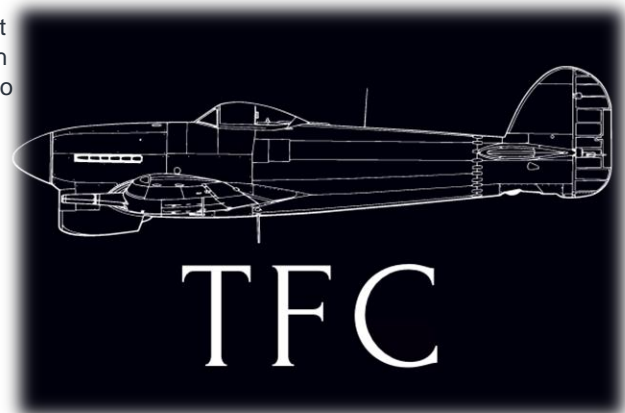
The Flying Club at Carnegie Mellon University is a platform to promote flying and aviation at Carnegie Mellon University and the Greater Pittsburgh area. It is intended to be a space at Carnegie Mellon University where those interested in flying and aviation can congregate, share experiences, promote flying, and help others reach their goals in aviation and flying.

This is a great opportunity to meet and connect with other aviation enthusiasts in the Pittsburgh area! See more at their website below, and also join the Slack channel!

Website: <https://www.cmuflyingclub.org/>

Slack Channel: [Join Slack!](#)

Please also contact Jay Patrikar for more information. Jay serves as a board member for this club and would be happy to answer any additional questions!



Member Spotlight – Meet Scott Potter!

What certificates/ratings do you hold?

I hold a Private Pilot License.

How many hours do you have?

I have about 120 hours.

How long have you been flying?

When I was growing up my dad had an airplane and I spent a lot of time flying with him.

When did you join Condor?

I joined Condor in October 2021.

What prompted you to look skyward?

I managed to get a ride in a freshly restored Waco, and realized I had forgotten how much fun aviation is.

What is your favorite part of flying?

I enjoy the freedom and wonder that aviation brings.

What is your next aviation goal?

Right now I just want to have more adventures.

What is your favorite aircraft?

I like all the old airplanes as for a favorite maybe the Waco.

Any words of wisdom to share?

There is always more to learn, keep at it.



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)	- \$110
N98887 (C172)	- \$145
N96573 (C172)	- \$145
N62104 (C172)	- \$145
N684SP (C172SP)	- \$150
N2806M (P28A)	- \$150
N1963T (P28R)	- \$165
N4335M (P28B)	- \$175

Off field fuel reimbursement:
\$6.30/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 fuel 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

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!

- Narek Melik Barkhudarov
- James Mulick

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!

- 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](#)

Nov 2024

Chip Vignolini – (412)215-1225
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 taxiing.

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.



This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

Oct Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
100hr

N96573:
100hr/Annual, right mag failure (~600hrs TIS)

N98887:
100hr, right main tire replaced, vacuum pump replaced, and co-pilot jacks repaired

N62104:
25hr oil change/inspection, fuel bulb drain repaired, co-pilot jacks repaired

N684SP:

N2806M:
left main tire tube replaced

N4335M:
continued work on instrument panel

N1963T:

Nov Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:
100hr/Annual, new heading indicator

N98887:

N62104:
25hr and 50hr oil changes/inspections, new heading indicator

N684SP:

N2806M:
100hr/Annual (completed, had to replace #1 cylinder)

N4335M:
hang the engine, continued work on Avionics.

N1963T:
50hr oil change (completed) 100hr/Annual

Time Remaining on 100hr/Annual: (As of 11/29)

N96573 = 68.2

N62104 = 90.4

N2806M = 83.9

N1963T = 0.0

N89549 = 82.6

N98887 = 75.6

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:

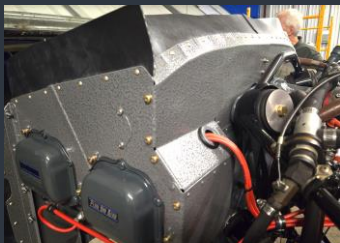
Everyone can see the 'Known' or 'Reported' squawks when you 'check-out' the aircraft in Skymanager.

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-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:

2023 Flight Hours									
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
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
TOTAL	297.5	584.0	3.9	739.2	541.4	206.4	202.7	427.6	3002.7

2024 Flight Hours																		
MONTH	89549		684SP		62104		96573		98887		1963T		4335M		2806M		TOTAL	
	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr	Total	Instr
JAN	8.0	2.0	21.9	11.6	0.0	0.0	36.3	24.0	0.0	0.0	6.7	2.2	0.0	0.0	9.0	1.6	81.9	48.8
FEB	42.5	6.6	67.7	17.0	0.0	0.0	44.8	21.5	37.7	14.0	50.6	3.9	0.0	0.0	57.7	22.4	301.0	120.7
MAR	16.5	0.0	46.0	5.7	0.0	0.0	84.8	45.0	37.6	22.9	12.2	2.4	0.0	0.0	35.4	14.5	232.5	111.4
APR	23.5	1.9	23.1	4.4	0.0	0.0	53.2	32.0	50.7	26.1	22.6	7.7	0.0	0.0	38.1	10.6	211.2	110.2
MAY	29.2	0.0	0.0	0.0	0.0	0.0	113.6	80.5	35.3	11.1	43.7	0.0	0.0	0.0	53.0	25.6	274.8	144.6
JUN	47.0	4.5	0.0	0.0	0.0	0.0	99.1	44.2	64.3	29.8	17.0	0.0	0.0	0.0	80.9	40.8	308.3	159.4
JUL	28.2	10.3	0.0	0.0	0.0	0.0	106.8	49.3	40.8	14.4	26.4	9.8	0.0	0.0	58.3	5.5	260.5	142.1
AUG	24.1	4.2	0.0	0.0	0.0	0.0	78.7	49.3	53.7	14.4	27.2	7.1	0.0	0.0	20.8	5.2	204.5	95.8
SEP	24.1	9.0	0.0	0.0	13.3	1.1	91.5	58.8	37.5	16.6	49.5	11.6	0.0	0.0	54.5	18.9	270.4	151.6
OCT	23.0	9.2	0.0	0.0	81.7	26.6	76.0	18.8	30.4	10.5	28.5	3.0	0.0	0.0	62.6	18.6	302.2	130.7
TOTAL	266.1	47.7	158.7	38.7	95.0	27.7	784.8	423.4	388.0	159.8	284.4	47.7	0.0	0.0	470.3	163.7	2447.3	1215.3

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
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
TOTAL	15.0	33.0	0.0	46.0	57.4	17.0	32.0	37.1	237.5

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
FEB	4.0	2.0	0.0	0.0	3.0	5.0	0.0	6.0	20.0
MAR	1.0	3.8	0.0	4.0	4.0	1.0	0.0	3.0	16.8
APR	2.0	0.0	0.0	2.0	5.0	3.0	0.0	4.0	16.0
MAY	1.0	0.0	0.0	4.0	3.0	2.0	0.0	5.5	15.5
JUN	5.0	0.0	0.0	2.0	5.0	3.0	0.0	7.0	22.0
JUL	1.0	0.0	0.0	5.0	3.0	1.5	0.0	6.0	16.5
AUG	1.0	0.0	0.0	3.0	6.0	3.5	0.0	1.0	14.5
SEP	2.0	0.0	0.0	2.8	3.0	4.5	0.0	6.0	18.3
OCT	7.0	0.0	2.5	2.0	2.0	3.0	0.0	6.0	22.5
TOTAL	24.0	6.8	2.5	26.8	34.0	27.5	0.0	44.5	166.1

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:

We've had a great month of flying, just over (300) hours.

We're in pretty good shape with 100hr/annuals. But we still have one remaining on N1963T. It will be completed as we approach 50hrs on the recent oil change.

I also want to remind everyone to check your POH and follow the 'carb heat' check as required. There is moisture in the air, carb heat should be checked in the pattern to ensure no ice buildup.

N2806M should always be checked in the downwind, to ensure there wasn't any ice buildup, as well as checking the primer that it's fully pushed in and locked.

Cleaning Aircraft:

This seems to come up every month. Please be sure to return the aircraft with enough time to clean it up for the next member.

All leading edges (wings, struts, cowlings, and horizontal stabs), in addition, you should clean the leading edges and bottoms of the flaps. They're bug magnets...huge barn doors, at slow airspeeds, near the ground. It was disappointing to see N62104 with brand new wings as dirty as it was. The pictures don't do it justice.



2024 Annual Maintenance Summary

This is still in the works, and I plan to have something to share at the club meeting.

Expect to have a full summary in next month's newsletter,

N62104:

All reports have been extremely positive. It's really cool to fly an airplane that flies hands off!

We completed 100 hour/annual and everything is going well.

The right-hand strobe is INOP, and after further investigation the power supply has failed. The aircraft is still airworthy, with the tail beacon functional and providing the anti-collision requirement.

Given the cost of a new power supply, we decided to order an LED upgrade kit. Once installed the left-hand power supply and both lamps will be placed in spares.

N2806M:

100hr/annual completed. Unfortunately, the #1 cylinder wouldn't pass compression testing and had to be replaced.

N4335M: (Offline)

Targeting Jan/Feb return to service. We will need to address the currency required given how long it's been offline.

N684SP: (Offline)

Transported to Plane Care for repairs.

N96573:

We had to replace the plugs and swap the mags w/overhauled mags from our spares, ahead of the 100hr due to a mag failure discovered during run-up

The good news is we started addressing spares over the past year, and the aircraft was repaired and back online the same day the mag failure was discovered.

We also complete the 100hr/annual inspection, During this process it was discovered the bearing/bushings had to be replaced on the elevator bell crank.

N1963T:

50hr oil change completed, and 100hr/Annual will be completed as we approach the next 50hr.

Leasebacks:

N98887:

Completed 100hr inspection and returned to service.

N89549: (Offline)

Oil Reminder:

Please be very careful when adding oil, USE THE FUNNELS!

Anytime there is excessive oil, we **CANNOT** assume someone missed the fill tube. So, we need to pull the cowling, clean the engine, floor, and perform a run-up, and ensure there isn't an engine leak.

This obviously comes with a cost (typically \$300-\$500.00). And in the majority of cases, the root cause was missing the oil fill tube.

Time Remaining on 100hr/Annual: (as of 11/29)

N96573 = 68.2
N62104 = 90.4
N2806M = 83.9
N1963T = 0.0
N89549 = 82.6
N98887 = 75.6

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

REMINDERS:

OIL:

N89549 & N98887:

Use **Aeroshell 100**, 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

Oil Heaters:

Starting 11/1, please plug in the engine block heaters.

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

October 1st, 2024

Look for November meeting minutes in January's newsletter

Please note, meeting minutes are not published until they are approved at each regular club meeting (i.e., November meeting minutes are approved at the January meeting, there is no December meeting)

CALL TO ORDER

President Keith McPherson called the Condor Aero Club October 2024 Meeting to order at 8:00 p.m.

President Keith thanked Cindy and JP Smith for the delicious refreshments. He welcomed the guests and visitors.

ELECTION: The President asked if there were any nominations from the floor. There were none. Those nominated are: Jason Jodkin; Dorothy Meeder; Cindy Smith; Kip Sobel; and Hyrum Wright.

Larry Schaefer moved and Bob Belsterling seconded, "To close the Nominations." -Motion carried

Ed Sattely moved and Mike Bruce seconded, "The actions of the Condor Board are approved for the fiscal year 2023-2024." -Motion carried.

MINUTES

Jeff Kuzma moved and Hal Repasky seconded, "The September 2024 Condor Aero Club Regular Minutes are approved." - Motion carried.

READINGS: 1ST Reading - Zachary Leight

2nd Reading - Narek Melik Barkhudarov

James Mulick

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the Condor Aero Club Balance as of 10/1/2024: \$125,942.37.

The Treasurer's full report and the proposed Condor budget proposal for fiscal year 2024-2025 is attached. Kip Sobel moved and Fred Gropp seconded, "The October 2024 Condor Aero Club Treasurer's Report is accepted as read." - Motion carried.

Treasurer Bob Miladinovich discussed the new budget for 2024-2025 and answered all questions regarding the budget.

MAINTENANCE REPORT

Director of Maintenance Chip Vignolini reported the completed maintenance for September and the planned maintenance for October 2024. Please see the attached full report. The Maintenance Report is also published in the Condor Aero Club Newsletter.

BUSINESS

CIRRUS SR20 – A Cirrus SR20 private owner contacted the Condor Board with a leaseback arrangement for Condor. The Membership Surveys have had a recurring request of adding a Cirrus to the Condor fleet.

Many members may not wish to check out the Cirrus but Keith and Bob still thought it a good idea to calculate the numbers. When our insurance company ran a quick estimate, as expected, the SR20 in question, appraised for \$350,000, would add \$13,500 to Condor's annual insurance premium. This would increase Condor's annual insurance from \$500 to \$625. The Cirrus would cost \$325/hour to fly. A special check-out program would also be required for both instructors and members.

The numbers were presented to the membership at the October Meeting. There wasn't enough interest to pursue the matter any further. Keith informed the Cirrus owner, that while we appreciated his leaseback offer, it wasn't in Condors best interest.

COMPLETED TERM – President Keith thanked Chris Miladinovich and Greg Jarosz for their service on the Condor Board. Keith told Chris and Greg their contribution to the Club as a board members was appreciated by all.

PROGRAM

Chris Vermilya presented the Winter Seminar program for those in attendance. All present will be credited for the Winter Seminar.

ELECTION RESULTS: Greg Jarosz and Debbie Miladinovich reported the following newly elected

members of the Condor Aero Club Board of Trustees: Dorothy Meeder

Cindy Smith

Kip Sobel

President Keith thanked Greg Jarosz and Debbie Miladinovich for handling the Election.

ADJOURNMENT

Bob Miladinovich moved and Jeff Kuzma seconded, "The October 2024 Condor Aero Club Meeting is adjourned."
- Motion carried