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Photo Credit: Jay Patrikar

ADS-B Usage Goes Beyond Situational Awareness

The enforcement of ADS-B across general aviation has brought significant safety improvements across aviation. The additional situational awareness it can provide for traffic, weather, and other inputs makes flying safer for many pilots. However, there are a rising number of side effects from the ability to track the position of aircraft at any time.

According to [this AOPA article](#), aircraft owners have invested more than \$500 million to comply with the 2020 ADS-B mandate, all based on assurances from the FAA that aircraft position data would be used only to improve air safety. However, pilots and owners are seeing this data being used for other purposes, not all of which are welcome. A February 18th letter from AOPA President Darren Pleasance to Rocheleau (with copies sent to Transportation Secretary Sean Duffy and leaders of key committees in Congress) notes:

“We are now seeing FAA enforcement actions based on ADS-B data to prevent legal water landings or frivolous lawsuits where complainants are suing for nuisance, trespass, and intentional infliction of emotional distress for aircraft flying at 4,000 feet AGL in full compliance with FAA requirements,” Pleasance wrote. “Pilots are now being forced to pay expensive legal fees to defend themselves against these questionable enforcement actions and frivolous lawsuits. Moreover, a cottage industry of companies contracting with public-use airports are now using ADS-B data to collect airport fees from general aviation pilots. As you can understand, these actions carry potential safety and individual privacy concerns that must be addressed”

As with all technological advancements, there will be pros and cons and guardrails will need to be added to address concerns. ADS-B data is very useful in many circumstances but where does one draw the line? Regulations will continue to change and the AOPA is committed to keep the interests of general aviation pilots top of mind.



Federal Aviation
Administration

Leadership Corner

by Keith McPherson

Well, we've gotten off easy the past couple of winters, but Mother Nature is making up for it this year! The good news is that even with the groundhog's "six more weeks", we're coming up on spring quickly, and hopefully that means nicer weather.

With the winter we've had, it probably also means we may not have been flying in a while. This is a great time to get with an instructor and go knock off any rust that may have accumulated.

Why not make it fun? Combine it with a trip to Indiana, PA (KIDI) for breakfast or bring a pie or two home from Carroll County (KTSO). For lunch or dinner, there are also two good Italian Restaurants - Serventi's at Butler (KBTP) and The Runway (formerly Primo Barone's) at Franklin (KFKL).

We're heading into the best time of year for flying, and have been working hard to have the fleet ready for you. Please check out the Maintenance Corner for the details.

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!!!

- Winter weather has made this a challenge... check back next month!

General Club Meeting

The Condor Aero Club will meet on **Tuesday March 4th at 7pm 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 **6:30pm**, don't miss it! **Note the change in times! Social at 6:30pm, meeting at 7pm!**

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 are past due. 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

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From the Right Seat



attention by pilots and drivers is necessary.” This is usually highlighted on the airport diagram to alert pilots to the risky movement area. We are expected to both be familiar with any hot spots and be very aware when taxiing through or near the hot spot.

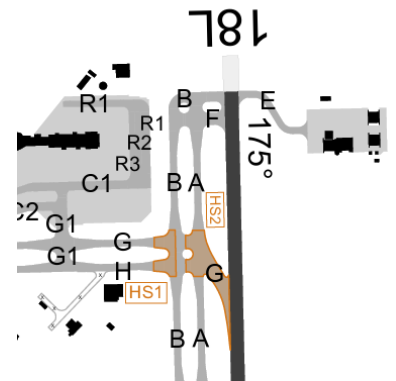
To the right is the hot spot at KAUS where my flight had to quickly come to a stop, I assume due to an impending conflict. While I'm certainly happy there was no incident, I wish I could have seen out the front to know what happened!

Before flying into a new airport, become familiar with the identified hot spots and be ready to be even more cautious when taxiing near or through the hot spot. As with any towered airport, if you're ever unsure, you can always ask for progressive taxi instructions and don't be afraid to double check your taxi clearance!

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.

You've likely heard the reminder from your instructor that your role as PIC does not end until you are fully parked and the engine is shut down. Ground operations require your full attention and can in some cases be more demanding than the flight itself. This month, we're going to highlight hot spots... maybe it's just because we're tired of the cold... or maybe it's because I was a passenger on a recent commercial flight where we had to come to a very quick stop taxiing into the terminal at a known hot spot.

From the FAA, a hot spot is “a location on an airport movement area with a history or potential risk of collision or runway incursion, and where heightened



Plane Talk from our Chief Flight Instructor

by Chris Vermilya

The weather lately has been far from ideal for our kind of flying and with the additional 6 weeks of winter coming (as predicted by our own Punxsutawney Phil) it can be tough to stay current let alone proficient. So what can you do? How can we try to stay sharp when the ice and snow make it a challenge to get off the ground?

There are many answers to this question but below are a few options to consider while enjoying the warmth of the indoors.

- Use a flight simulator to try and keep some proficiency where possible. There is no substitute for being in the actual aircraft but many software platforms exist to allow practicing of instrument procedures, maneuvers, and landings. If you're looking for something to even put in your logbook, some local flight schools have FAA approved simulators you can check out.
- Review changes to any regulations, any new Advisory Circulars, and other FAA provided materials to ensure currency with the 'paper side' of flying. This is not the most fun task but as a pilot, you are expected to remain current with all publications.
- Connect with other pilots to share stories and learn how your peers plan their flights, what they pack, and how they fly. You are part of a fantastic club here at Condor, reach out to fellow members and meet up to both commiserate over the weather and learn something new.
- Work towards your next certificate or rating by reading the associated handbook(s) and prepare for the written test. Your test scores are good for two years so even if that instrument rating feels a long way off, why not get moving and give yourself a target!

This winter has been a cold, snowy, and icy one and we're not out of the woods yet. Hang in there!

Member Spotlight – Meet Jonathan Hall!

What certificates/ratings do you hold?

I hold a Private Pilot Certificate

How many hours do you have?

I have just over 105 hours

How long have you been flying?

My first lesson was in early February of 2024

When did you join Condor?

January of 2024

What prompted you to look skyward?

I've always loved operating vehicles.

Before grad school, I was a freight-train conductor and spent years driving tractor-trailers. I've ridden motorcycles

since I was 16 and also love riding our dirt bikes and ATVs. We also love spending time on the water in our boat, and I thought that I had reached the limit of my opportunity to experience new types of vehicles. That is, until my brother flew his Bonanza in for Christmas and took us for a couple of flights. I was at the very next Condor meeting excited to get started!

What is your favorite part of flying?

The excitement and freedom that it brings.

What is your next aviation goal?

I'm currently studying for the IFR exam and am looking forward to getting my instrument rating. I'm also planning my first overnight trip to visit my daughter near Dayton, OH.

What is your favorite aircraft?

I'm still in awe just to be in the air - so whatever plane I'm flying at the time is my favorite!

Any words of wisdom to share?

Just to never stop chasing knowledge and to be open for new opportunities and adventures!



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!

- Glenn Avick
- Alexander Donatelli
- Jacob Kahle
- Andrew Kriley
- Leroy Savio

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](#)

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

Off field fuel reimbursement:
\$6.25/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

Feb 2025

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.



Jan Completed Maintenance:

GPS Databases on all Aircraft:
Completed successfully

N89549:
left fuel tank repaired

N96573:
50hr oil change/inspections

N62104:
white tail nav light replaced

N684SP:

N2806M:
50hr oil change/inspections, completed pitot/static check

N4335M:
continued work on avionics,

N1963T:

Feb Planned Maintenance:

GPS Databases on all Aircraft:

N89549:

N96573:
50hr oil change/inspection

N62104:
50hr oil change/inspection, possible new LED strobes installed

N684SP:

N2806M:
50hr oil change/inspection

N4335M:
hang the engine, continued work on Avionics.

N1963T:
100hr/Annual, depending on flight time.

Time Remaining on 100hr/Annual: (As of 02/18)

N96573 = 37.0

N62104 = 46.5

N2806M = 35.4

N1963T = 0

N89549 = 64.9

This issue

Maintenance Update **P.1**

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

Maintenance Summary **P.3**

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:

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
NOV	9.3	4.4	0.0	0.0	41.1	18.5	40.1	20.1	27.7	4.0	8.9	0.0	0.0	0.0	26.3	4.0	153.4	73.3
DEC	0.0	0.0	0.0	0.0	29.7	13.0	19.2	6.7	30.9	9.7	19.3	0.0	0.0	0.0	25.8	8.3	124.9	55.2
TOTAL	275.4	52.1	158.7	38.7	165.8	59.2	844.1	450.2	446.6	173.5	312.6	47.7	0.0	0.0	522.4	176.0	2725.6	1343.8

2025 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	17.6	0.0	0.0	0.0	20.7	9.6	10.3	3.1	12.3	3.7	13.3	0.0	0.0	0.0	17.4	6.3	91.6	33.8
TOTAL	17.6	0.0	0.0	0.0	20.7	9.6	10.3	3.1	12.3	3.7	13.3	0.0	0.0	0.0	17.4	6.3	91.6	33.8

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

Oil Usage:

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
NOV	0.0	0.0	2.0	1.0	1.0	0.0	0.0	3.0	7.0
DEC	0.0	0.0	1.0	1.0	3.0	1.0	0.0	2.0	8.0
TOTAL	24.0	6.8	5.5	28.8	38.0	28.5	0.0	49.5	181.1

2025 Oil Used									
MONTH	89549	684SP	62104	96573	98887	1963T	4335M	2806M	TOTAL
JAN	2.2	0.0	1.0	0.0	2.0	1.0	0.0	1.0	7.2
TOTAL	2.2	0.0	1.0	0.0	2.0	1.0	0.0	1.0	7.2

Please update Skymanager when adding oil to any aircraft, this data is critical in determining engine performance.
Only add in FULL QUARTS!

Maintenance Summary:

Summary:

The weather continues to be a challenge, we've above last year's number, but still only flown 91.6 total hours.

Not much to report on; only 50hr oil changes on N96573 and N2806M.

Throttle Transitions: (Reminder)

It's ALWAYS good practice to make throttle changes smoothly during all phases of operation. After startup, you should reduce the throttle to 800 RPM, and lean the engine. After run-up/mag check, you should reduce the throttle slowly, and on your take-off roll, apply throttle smoothly. In the landing pattern, all throttle changes should be completed slowly and smoothly...see where I'm going with this?

This becomes even more important in cold weather to avoid 'shock' cooling the engine.

Have you ever been at the airport and heard an aircraft in downwind, the engine pop or back fire? Nine times out of ten the pilot reduced power suddenly.

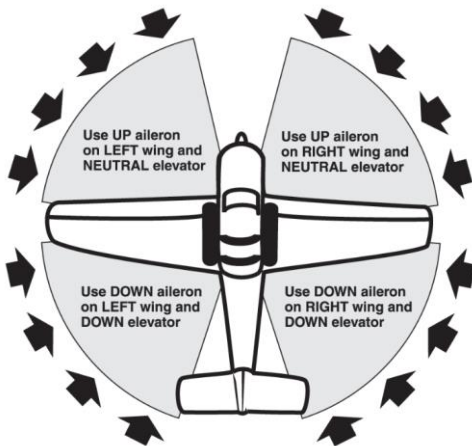
Please be gentle with our engines.

Taxi Procedures: (Reminder)

Another reminder/plead for your help! Please keep back pressure on the yoke throughout all phases of taxiing (only exception, strong winds/crosswinds, then follow taxi control surface recommendations). These extends the life of our Shimmy Dampner and keeps the prop out of the possible ground clutter (i.e. SNOW).

Also consider ice when deciding how close to get to stationary objects. During dry conditions it may be fine to cheat closer to the hangars, or trying to get around another obstacle. But in icy conditions you may begin to slip, or even a gust of wind could push you into the obstacle. Regardless, it would ruin your day and you would be responsible for the damage to the aircraft.

I'm sure everyone is aware of this diagram, but just a reminder for taxi in high winds. When the wind is coming from behind, point your thumb away from the wind. So, for instance, if the wind is coming from the left rear (quartering tailwind), deflect the yoke to the right (thumb points right and away from the wind).



N62104:

The right-hand strobe is still 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:

Completed 50hr oil change/inspection and nothing out of the ordinary. The engine was dry, so great job to everyone on using the oil funnels!

Pitot/Static check was completed without any issues.

N4335M: (Offline)

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

Highlights, the (2) G5s will be replaced with the (2) 275s, the 430 will be replaced with a 650, and the stratus will be replaced with a 345. The panel will be outfitted with instrument ring lights and a brow light. The cowling has been stripped, repaired, and painted. The windshield has been replaced. And many more improvements.

N684SP: (Offline)

Targeting March return to service.

N96573:

50hr inspection was completed, no squawks to address.

N1963T:

100hr/annual should be completed by the time you read this. The step has been repaired and the right mag replaced.

Leasebacks:

N89549:

Left fuel tank repairs completed, and returned to service.

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.

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

Please send me a text or email if the oil is running low in the hangars.

REMINDERS:

OIL:

N89549:

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

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

Supporting Links:

<https://www.studyflight.com/taxiing/>

CONDOR AERO CLUB REGULAR MEETING

Meeting Minutes

February 4th, 2024

*Please note, meeting minutes will no longer be read at general meetings. Please review the minutes from the prior meeting in this newsletter and be prepared to ask any questions at the next meeting.
Meeting minute approval will be requested at the next meeting.*

CALL TO ORDER

President Keith McPherson called the February 2025 Meeting to order at 7:00 p.m.. He thanked Cindy and JP for their delicious food they prepared for the Social Time.

President Keith asked those in attendance to stand for the "PLEDGE OF ALLEGIANCE."

All those visitors and guests in attendance were requested to stand and introduce themselves.

MINUTES

The January 2025 Condor Aero Club Minutes, as printed in the monthly Condor Newsletter, were "approved by motion from Mike Bruce, and seconded by Chris St. Onge."

- Motion carried.

READINGS: 1st Reading - Emil J. Fernando
2nd Reading - Glenn Avick
Alexander Donatelli
Jacob Kahle
Andrew Kriley
Leroy Savio

TREASURER'S REPORT

Treasurer Bob Miladinovich reported the following Account Balances as of 2-1-2025

Cash Flow for January 2025

*Cash Basis

Accounts Receivable: - \$74,863.55

TOTAL CASH CHECKING ACCOUNTS:

Beginning Balance \$85,935.27

Inflows \$38,361.43

Outflows \$ 19,941.85
Net \$18,419.58
Balance as of 2/1/2025 \$104,354.85
FIRST COMMONWEALTH Line of Credit
Rate 8.50%
Line Of Credit Line: \$25,000.00 Balance \$0.00

Off Field Fuel Reimbursement as of Jan 6, 2025: \$6.25

January Outflow Highlights:

Phillips66 Fuel \$4,406.85
Closed Account Refunds \$9,413.52
FCB sweep acct interest \$345.03 - YTD \$345.03

Jason Jodkin moved and Chris Vermilya seconded, "The January 2025 Condor Aero Club Treasurer's Report is accepted as read." - Motion carried.

MAINTENANCE

Chip Vignolini reported the completed maintenance for January and the planned maintenance for February. Please see the complete maintenance report in the Condor Aero Club Newsletter.

BUSINESS

MEMBER SURVEY – There were a few requests again for members to make credit card payments. A payment can be made by making payments through the member's bank. A trial payment was made authorizing the bank to make a payment to Condor. The result was the payment went through in twelve days. Conclusion was payments can be made through one's bank by authorizing the bank to make the payment. Credit card payments are administratively too costly for the Club.

PROGRAM

Ron Flinner presented some slides and narrative about airports pilots can visit that have grass runways for soft field landings. He identified many Pennsylvania airports that were good airports to visit. Ron Flinner answered many questions about the airports with grass runways. President Keith McPherson thanked Ron for his presentation.

ADJOURNMENT

Glenn Kaiser moved and Mike Bruce seconded, "The February 2025 Meeting of the Condor Aero Club is adjourned." - Motion carried.